

6. How useful did you find the displays for understanding the study?

7. What other information would you like to know?

Somehat useful, but
confusing and hard
to follow.

Please provide any additional comments you would like the study team to have.

Would like for a public forum be held for
Virginia residents to participate in for a Q & A
session following a VDOT seminar.

Please provide your name and address (optional)

Name: _____

Email: _____

Address: _____

Phone: _____

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.


I-64 Peninsula Study Team
c/o McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

If you prefer, you can e-mail information to:
I-64PeninsulaStudy@mccormicktaylor.com. When
submitting electronically, please reference "I-64
Location Public Hearing" in the subject line.

If you have additional questions concerning this
study, please contact VDOT's Project Manager
Mr. Nicholas Nies at nnies@wrallp.com.


APPENDIX H: COMMENTS ON THE DRAFT EIS

<p>6. How useful did you find the displays for understanding the study?</p> <p><u>Yes</u></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>7. What other information would you like to know?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>Please provide any additional comments you would like the study team to have.</p> <p><u>Tolls are not appropriate because:</u></p> <p><u>① They consume oil unnecessarily</u></p> <p><u>② They pollute</u></p> <p><u>③ They create net new state employees who are required to breathe CO</u></p> <p><u>④ The revenue can be raised by simply increasing the gas tax.</u></p>	
<p>Please provide your name and address (optional)</p> <p>Name: _____ Email: _____</p> <p>Address: _____ Phone: _____</p> <p>_____</p>	
<p>Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.</p> <p>I-64 Peninsula Study Team c/o McCormick Taylor, Inc. North Shore Commons A 4951 Lake Brook Drive, Suite 275 Glen Allen, VA 23060</p>	<p>If you prefer, you can e-mail information to: I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference "I-64 Location Public Hearing" in the subject line.</p> <p>If you have additional questions concerning this study, please contact VDOT's Project Manager Mr. Nicholas Nies at nnies@wrallp.com.</p>



INTERSTATE 64

PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT



STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

VDOT is considering improvements to the I-64 corridor between I-95 in the city of Richmond and I-664 in the city of Hampton. A Draft Environmental Impact Statement has been prepared documenting the no-build and build alternatives for the proposed project. We would appreciate your feedback on the information presented at the location public hearing. Please take a few moments to provide your thoughts below. It would greatly assist us in moving forward with this important study.

1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☒ Yes
 ☐ No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☐ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☒ Full toll lanes widening to the inside
☐ Managed lanes

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes
 ☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☒ Yes
 ☐ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?
Very educational.
Good to Read/Learn
about how the project
would impact different
land usages. ex. Historical
Areas, Residential - battle-
Fields etc.

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

Good story boards. Informative.

Please provide your name and address (optional)

Name: _____

Email: _____

Address: _____


Phone: _____

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VDOT
Virginia Department of Transportation

INTERSTATE 64 PENINSULA STUDY
ENVIRONMENTAL IMPACT STATEMENT



STATE PROJECT: 0064-M11-002, P101
LOCATION PUBLIC HEARING

COMMENT FORM

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1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

☒ Yes ☐ No

If not, what do you feel needs further study?

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

☐ General purpose lanes widening to the outside
☐ General purpose lanes widening to the inside
☐ Full toll lanes widening to the outside
☐ Full toll lanes widening to the inside
☒ Managed lanes - HOV preferred

A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

☐ Yes ☒ No

3. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

☐ Yes ☒ No

(Continued on the back)

APPENDIX H: COMMENTS ON THE DRAFT EIS

6. How useful did you find the displays for understanding the study?

they were easy to read and understand

7. What other information would you like to know?

Please provide any additional comments you would like the study team to have.

No tolls. Instead, the state needs to raise the gasoline tax that hasn't changed since the 1980s. Also, the priority must be adding lanes between Newport News and Williamsburg (exit 255 to 247 area) where bottlenecks and accidents occur regularly. Extension of the HOV lanes would be best. There's no need to widen 64 between Williamsburg and Richmond where congestion seldom occurs and no major development is planned that would change its rural nature.

Please provide your name and address (optional)

Name:

Email:

Address:

Phone:

Please complete the form and place it in the box provided or mail the form to the following address before January 7, 2013.

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Virginia Department of Transportation

I-64 Project Environmental Impact Presentation

Recorded Comments - Verbatim Transcript

DATE:

December 11, 2012

TIME:

5:00PM

LOCATION:

Bruton High School, Williamsburg, Virginia

REPORTER:

Scott Forehand

5:37PM

My name is Mary Jane Harper, I'm a resident, M-A-R-Y J-A-N-E, Harper is H-A-R-P-E-R. I'm a resident of Williamsburg. I am in very much in agreement with Mr. Phil Richardson about there's certain areas about selling our ports to pay for roads; it is not a responsible thing to do. I believe military involvement could protect and direct our ports effectively. The funding provided for our roads should come from our federal government military budget. I'm not sure about the development of the inner lanes to support flow. I believe the possibility of the other, it could be the, possibly along the other, the exterior. I'm not sure about that, but I know there has to be more roadways; interior, exterior. But I'm, as a Garden Club member I want to protect the greens as much as possible, but um, nothing should be done from Richmond to Williamsburg until the problem areas are corrected. So, that's, that's what I'm summing up. That's all I'm saying right now, okay?

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

TRANSCRIPT CERTIFICATION

I, Scott Forehand, so hereby certify as follows: That the foregoing is a transcript of the Virginia Department of Transportation Event Recorded Public Comments, held on December 13, 2012; That this transcript was prepared by me from audio collected by eScribeSolutions, and that said writing is a true and correct transcript of the within-described proceedings according to the best of my knowledge and belief; That I am not related to or associated with any party to this matter, nor financially interested in the outcome hereof.

Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.


Scott Forehand

Transcript By: eScribeSolutions, Inc.

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 12, 2012
TIME: 5:00 PM to 8:00 PM
LOCATION: Newport News City Center
City Center Conference Room
Fountain Plaza II
700 Town Center Drive
Newport News, VA 23606
REPORTER: Ryan Glynn

6:45PM Okay, my name is Joyce Ingleson, J-0-Y-C-E Ingleson, 1-N-G-L-E-S-0-N, Newport News. Okay. Well, having looked at the whole project, obviously it's a huge project, but I think that initially one of the main sections should be the section from Jefferson Avenue to Fort Eustis Boulevard. That desperately needs to be widened. Not only have you got the traffic congestion, you also have quite a few accidents in that vicinity too. And I think once you get past Fort Eustis Boulevard the traffic thins out and I can't speak for the Richmond end. I really can't say, but the long stretch of rural area is probably not of crucial importance, but that one area from Jefferson Avenue to Fort Eustis Boulevard is very important, and that should definitely be a priority. Okay? That's it.

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

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Scott Forehand

Transcript By: eScribeSolutions, Inc.

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 11, 2012
TIME: 5:00PM
LOCATION: Bruton High School, Williamsburg, Virginia
REPORTER: Scott Forehand

5:18PM I'm Joe Mann, M-A-N-N, J-O-E. I'm a Ph.D., yes. It doesn't count for anything. What else you want, address? I'll give it to you; 148 The Green, Williamsburg, 23185. Phone number 757-229-4633. Well, I think you just heard from Mr. Phil Richardson prior to my coming on board here, and let me just let you know that Phil and I have been working on this issue together for quite some time. We do a lot of things together, and we got involved initially with the proposal to sell the port way back when it was being talked about to sell to Goldman Saks and their investment bankers. We talked to Shawn Knaughton, secretary of the administration of transportation about that, and have been in touch with him since. My concern is that I don't want to see the ports problem, as they call it, but the ports issue, widen the tail of the 1-64 project. That may be the wrong way to put it, but look at funding the part of 1-64 with revenue from the ports, especially as skimpy as that revenue was reported to be at the beginning, anyway, is not a wise proposal, and we are on record, have reported on that, sent reports to the newspaper. I've given reports to Shawn Knaughton, and a letter to the governor. So I think our position's pretty clear.

Your alternative 28 would be ours if we did something to uh, go ahead and widen 1-64. I want to make sure that the issue of the ports is not used for this project, and if it is, open up and tell us exactly what you plan to do with the ports. Um, most concerned about national security, what we'd do with our huge naval installation there. I don't see any way we can protect it, and Mr. Richardson and I have pondered that over and over, and that is our big concern, vis-a-vis the project as you see it here now. If it's used to fund this we see a problem with that. Well, that's it. I want to support Mr. Richardson's proposal. I know what he put forward, and I would say from what I see your 28 looks like the same proposal he and I would have come up with. Thank you.

Page 1 of 5

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

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Scott Forehand

Transcript By: eScribeSolutions, Inc.

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 11, 2012
TIME: 5:00PM
LOCATION: Bruton High School, Williamsburg, Virginia
REPORTER: Scott Forehand

5:12PM Philip Richardson
757-258-3200
Philip_Richardson@cox.net

Okay. Hi, my name is Cindy Coleman. I am providing a statement for Philip Richardson. His name is spelled with one L, P-H-1-L-1-P R-1-C-H-A-R-D-S-0-N, and his statement regarding the Interstate 64 peninsula is one, Philip Richardson and Joe Mann would like to reference the leasing and/or selling of our ports to fund the roads in Virginia is something none of us should be willing to sacrifice. Our ports security is at risk, our future is at risk if we sell or release the Virginia ports. And to further care for these ports, we should highly consider operations run and overseen by our military.

Mr. Richardson's thought is not to interrupt the operations of the Navy, but would cater to them in some fashion with reference to the ports. Mr. Richardson was in the Navy, Far East Command, which included all of Hawaii and Tokyo, while the headquarters was in Tokyo for two years immediately following World War II. He saw these types of problems and encountered them through his operations. During that time, Japan was an island nation and we encountered problems there as well as Mimosa, Manila, and other places, but they resolved them. He believes our ports are unique, and that dredging is not often needed, and it is a beautiful and extremely resourceful port that needs our protection.

Mr. Richardson would like to see that it stays the same without interruption, running our ports from those, not allowing our ports to be run by those who may cause us harm, and over the next 48 years in which, per our contract, we would be relinquishing our ports. Two, most of our military bases and installations are off of 1-64, and as many as 16 installations or military bases, which creates the high daily volume of traffic, therefore, it would be his reasoning that the federal government would fund this project as they created the impact between Williamsburg and Newport News with the number of military installations.

APPENDIX H: COMMENTS ON THE DRAFT EIS

He would also suggest that we would build in the median a series of HOV lanes that would allow transportation to flow from these locations. The median can be converted. There has been speculation about removal of beautiful trees, but we feel like this is a greater concern, which would allow the traffic to flow from different locations without disturbing existing traffic. In other words, he would bow to the experts on the best way to develop this project. Number three, consideration should not be given to the development of a new tunnel at this time. If you could reroute the container trucks through the Merrimack Tunnel without a toll and/or also if the trucks decide to travel through the Hampton Roads Tunnel, apply a toll on the tunnel. Following only a single lane to one side or the other for the collection of a toll for trucks and large vehicles, allowing other traffic to flow freely. Both ideas will assist to ease the overwhelming traffic flow without question.

The daily traffic figures for 2011 show Hampton Roads Tunnel travels around 87,000 vehicles a day, and the monitor Merrimack is at 59,000. To sum up his points, selling our ports to pay for roads is seriously irresponsible for our future. Military involvement could protect and direct our ports effectively. Funding provided for our roads should come from the federal government military budget. Development of HOV lanes in the median to support the flow, preferred safer travel for all, hence assisting in the constant delays of traffic, accidents, and deaths along this corridor of Williamsburg and Newport News. The corridor between Williamsburg and Newport News, and Norfolk should be first attended to before anything else. Nothing should be done from Richmond to Williamsburg until after those areas are corrected. Thank you. This is a statement from Philip Richardson.

Transcript By: eScribeSolutions, Inc.

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Given under my hand this Nineteenth day of December 2012, at Virginia Beach, Virginia.


Scott Forehand

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 11, 2012
TIME: 5:00PM
LOCATION: Bruton High School, Williamsburg, Virginia
REPORTER: Scott Forehand

6:18PM Sure, my name is Bruce Stein, that's B-R-U-C-E S-T-E-1-N. Okay, so I live in Quentin, Virginia and I drive from Quentin, Virginia to Newport News Ship Building every day, so I drive about 80%, 85% of this road every day, and in terms of priority of what is being proposed, I haven't read where there's any priority associated with road changes from exit 255 to exit 234, which is Lightfoot down to the Jefferson Avenue on ramp, and classifying that as an urban area. And certainly, the reason I'm saying that is because your data shows 3,800 accidents in that area from 2008 to 2010, and it also shows that there was 20 fatalities. And every one of those accidents show up in the urban areas except for those that are from 255 to 234. And so if there was a priority established to widen those to the widths necessary for an urban area, just like it has been done at 255, to me that would be dollars well spent.

And then, at the same time, if there were parts of the project that were traded off to fund that might be the expansion of the rural areas. Because there's no real on and off ramp traffic to speak of, standard on and off ramp. Traffic patterns are prevalent there. I've traveled those on a regular basis, and I see your data kind of supports that as well. Um, so to have those three lanes wide in both directions, it would be good for an off peak event, something unusual, but as far as a daily traffic pattern, or even weekly, that's not going to be there. It's not going to be there in 10 years, it's not going to be there in 20 years, urn, you know, given the growth in New Cant County, which is in the top 100 in America as far as growth. And I see those that are coming in, most of which are traveling to Richmond, so I would also encourage that that urban area going into Richmond from exit 200 west, that be extended because there's so much traffic going on and off exit 295 and right there. So that's all I wanted to say. Appreciate it. Thanks a lot.

Transcript By: eScribeSolutions, Inc.

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Scott Forehand

Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

**Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript**

DATE: December 11, 2012
TIME: 5:00PM
LOCATION: Bruton High School, Williamsburg, Virginia
REPORTER: Scott Forehand

5:00PM **John Whitley**, 110 Governor Berkley Road, Williamsburg. My comments are directed to this project. If I were to favor either of them it would be 1A, which is a widening to the exterior of the highway. I would much rather see the median preserved, not only from its environmental and conservation perspective, but also, should we ever have the vision and wisdom to say that let's run some high speed rail from Richmond to Hampton, and that median would definitely afford that type of access. I'd hate to see our devoting the median totally to more fossil fuel based vehicles when we could easily have a transportation system that accommodates folk moving from where we want them from out of the Richmond area to, through into Williamsburg and on down to South Hampton Roads. Thank you.

Transcript By: eScribeSolutions, Inc.

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APPENDIX H: COMMENTS ON THE DRAFT EIS

Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript

DATE: December 13, 2012
TIME: 5:00 PM
LOCATION: VDOT Central Office Auditorium
REPORTER: Scott Forehand

5:37PM You know, I'd like to make an anonymous comment. I'm all for the widening of the 64. I think it'll help tremendously with traffic flow coming up and back from Virginia Beach to Richmond, and points beyond. I think it's absolutely necessary, and this would certainly be, the project should certainly be moved forward. Thank you.

Transcript By: eScribeSolutions, Inc.

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Scott Forehand

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APPENDIX H: COMMENTS ON THE DRAFT EIS

**Virginia Department of Transportation
1-64 Project Environmental Impact Presentation
Recorded Comments - Verbatim Transcript**

DATE: December 13, 2012
TIME: 5:00 PM
LOCATION: VDOT Central Office Auditorium
REPORTER: Scott Forehand

5:45PM As a frequent traveler of Interstate 64, I definitely think the widening of the road would be a great idea, especially from 255 to 231, with improvements to the Fort Eustis Boulevard exit interchange, and then possibly the second phase starting at Talleyville and going to exit 200. That seems to be the two bottlenecks on the road barring accidents. These are just natural bottlenecks, and I think those two phases should be considered. Thank you.

Transcript By: eScribeSolutions, Inc.

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Transcript By: eScribeSolutions, Inc.

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13

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6

Go »

Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 70.161.163.100

Response Started: Wednesday, December 12, 2012 1:31:15 PM

Response Modified: Wednesday, December 12, 2012 4:01:20 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

The widening of the road that starts/stops at Ft Eustiss. Lee Hall is also a high accident area. This is a horrendous accident area, in part because of the interchange but also because of the design on the ingress and egress of at the overpass. But the widening should extend west, way beyond the interchange both east and west bound.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

Helpful but a little confusing

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

Gas taxes are the most equitable means of distributing the cost of improvements across those who use the road the most. Tolls are burdensome to commuters and hit low income residents the hardest while gas tax is nearly imperceptible. The percentage of the toll that has to pay for infrastructure and administrative costs far exceeds that which gas tax collection demands.

8. Please provide your name and address (optional)

Name: - Catherine Adams

Address: - 116 Exmoor Ct

Email: - n217q@hotmail.com

Phone: - 757-784-0386

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPfP9z049fFM...

1 / 1

1/10/13

Survey Results

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Displaying 9 of 39 respondents

« Prev

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Jump To:

9

Go »

Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 68.0.30.239

Response Started: Thursday, December 13, 2012 5:12:48 AM

Response Modified: Thursday, December 13, 2012 5:17:54 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

very

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

Raise the gas tax. Tolling will push traffic onto secondary roads, require the expenditure of funds to collect the tolls, and delay traffic. All that needs to be done with the gas tax is collect the increased revenue with existing methods.

8. Please provide your name and address (optional)

Name: - Susan Cornett

Address: - 3711 Bridgewater Dr

Email: - swcomett@gmail.com

Phone: - 757-220-2615

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9FBTBwPfP9z049fFM...

1 / 1

APPENDIX H: COMMENTS ON THE DRAFT EIS | Page 116

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13

Survey Results

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 70.186.194.38

Response Started: Tuesday, December 18, 2012 5:56:42 AM

Response Modified: Tuesday, December 18, 2012 6:00:52 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

No amount of study will quell the environmental destruction that this project will bring to the peninsula.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

No Response

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

Very useful

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

Widening I64 is misguided: Widening and extending freeways has never solved and will never solve traffic congestion. Widening and extending interstates simply extends the frontier of development, and the ensuing traffic growth quickly overwhelms the original intent of the project. Ask any resident of Northern Virginia, Fulton County, Georgia, or Nassau County, NY. So what is the answer? How can this region provide for hurricane exodus and access for a growing port, an important military presence, tourists visiting the Historic Triangle and Virginia Beach, and casual local travelers without expanding the frontiers of development and thereby increasing pollution and creating even greater congestion (see Northern Virginia)? Some suggest improvements to rail service as an answer, which may help at the margin, although the economics are not encouraging. Assuming that you are determined to forge ahead with this abomination, please consider an option that I did not see at the VDOT meeting last Tuesday at Bruton High School: add two lanes to I64, but have only three access ramps: I295 (Exit 200), Ft. Eustis Boulevard (Exit 234), and Mercury Boulevard (Exit 263). This would provide express service to port-bound trucks, to the military, and to those traveling between the Newport News- Norfolk - Virginia Beach megaplex without opening more rural lands to the type of the sprawl that has already despoiled the character of James City County and Williamsburg. This approach will also save construction costs and pollution associated with building numerous ramps. Locals and visitors to the Historic Triangle, on the other hand, will benefit from less traffic and heavy trucks on the four remaining lanes. This is far from a perfect solution, as it still will introduce more air and water pollution, and further reduce the green corridor that presently greets visitors to our region. It also does not solve the region's critical problem of the congested river crossing. Still, politicians seem determined to carry out this misguided project, and limiting access will mitigate the ensuing destruction.

8. Please provide your name and address (optional)

Name: - John Haldeman

Address: - 1597 Founder's Hill North, Williamsburg, VA 23185

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9F8TBwPfP9z049fFP...

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Email: - jhhaldeman@gmail.com

Phone: - 757-229-2669

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APPENDIX H: COMMENTS ON THE DRAFT EIS

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 98.166.170.217

Response Started: Monday, December 17, 2012 6:45:48 PM

Response Modified: Monday, December 17, 2012 6:48:07 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No Response

5. How useful did you find the displays for understanding the study?

Very Useful

6. What other information would you like to know?

Completion date of project

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

Name: - Richard Harris

Address: - 13 Alton court HAMPTON, VA 23669

Email: - richharris@cox.net

Phone: - 757-344-3788

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIWy7oM9FBTBwPfp9z049fFP...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 72.218.142.139

Response Started: Friday, December 28, 2012 8:12:59 AM

Response Modified: Friday, December 28, 2012 8:29:33 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

The trees/natural landscapes on I-64 should not be torn down. ensuring that there will be adequate protection from stormwater runoff away from roadways is very important.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

Very useful.

6. What other information would you like to know?

I would like to see the state present any and all funding alternatives except tolls to fund transportation improvement projects.

7. Please provide any additional comments you would like the study team to have.

I would like to see this deadline advertised again in the media to the public to remind citizens they have until January 7, 2013 to comment via email/online survey. December is not the best month to present this information(Preparing and During the Holidays). Ask the localities to help promote this information next week after New Year's Day. Thank you.

8. Please provide your name and address (optional)

Name: - Phillip Hawkins, Jr.

Address: - Citizen in Norfolk, Virginia

Email: - Phawkins10@cox.net

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIWy7oM9FBTBwPfp9z049fFN...

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APPENDIX H: COMMENTS ON THE DRAFT EIS

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 132.3.29.68

Response Started: Tuesday, December 18, 2012 12:37:07 PM

Response Modified: Tuesday, December 18, 2012 12:45:43 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Full toll lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

Very good.

6. What other information would you like to know?

none

7. Please provide any additional comments you would like the study team to have.

I hope the state does something. "Do nothing" is not an option. I live a mile from exit 255B and I see backups EVERY weekend. It can take an hour to drive 15 miles to/from Busch Gardens. Any accident on I-64 clogs up side streets (e.g., my neighborhood)for hours. Tourists going to/from OBX via I-64 are screwed every Sat & Sun. Businesses will start relocating out of the area due to the crazy traffic.

8. Please provide your name and address (optional)

Name: - Chris Jordan

Address: - Newport News, VA

Email: - jordancj@hotmail.com

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvczKIWy7oM9FBTBwPfP9z049fFNr...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 174.227.139.181

Response Started: Monday, January 7, 2013 3:00:16 PM

Response Modified: Monday, January 7, 2013 3:24:56 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

How does the middle and side green scenery of the highway effects tourism? How will removing these features increase or decrease tourism? Can we study how the remove of the median has positively or negatively effected traffic in areas around Arlington and Norfolk? I feel that would provide a better basis of if median remove is the right choice. I feel no removal of the median or widening can reasonably take place while there are geometric issues on the roads in question.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

Very useful.

6. What other information would you like to know?

Can widening be done to the outside, while change the inner lane into a managed lane, and how feasible is that build plan? How can managed lanes be better integrated with mass transit, and light rail? How beneficial would a managed tolled shipping lane be, as for large vehicles like trucks, and buses. Can a lane be created designed to withstand the heavier load of these vehicles while placing lighter road ways for the commuter traffic? Can we some how create a greater separation for commuter traffic and business traffic so that both have their varied needs met?

7. Please provide any additional comments you would like the study team to have.

Thank you for you hard work so far. Keep up the good work. I am glad this area was considered for study. I ask that with any building project that the new road way is not built in such a way as to increase the stress level of the drivers. I want to drive happy, and this is one areas of interstate that is near cities that I find traveling in this area of interstate to be fairly pleasant to drive and I hope that pleasantness can be maintained, unlike other quickly built up areas of Virginia.

8. Please provide your name and address (optional)

Name: - Lesley Keller

Address: - 159 Motoka Drive Unit 1

Email: - stormclouds@hotmail.com

Phone: - 7578806092

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 96.238.82.93

Response Started: Thursday, December 13, 2012 6:22:52 AM

Response Modified: Thursday, December 13, 2012 6:30:05 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

excelent

6. What other information would you like to know?

when construction will start to fix the almost daily crashes at exit 150 both ways and the "No Merge" West bound onto Fort Eustis Blvd.

7. Please provide any additional comments you would like the study team to have.

Good effort so far, now we need to start fixing the problems starting at the bottle-neck west of NN airport exit to ecit 150 at Fort Eustis Blvd.

8. Please provide your name and address (optional)

Name: - Steve LaPaugh

Address: - 346 Green Meadows Dr

Email: - slapaugh@verizon.net

Phone: - 757-877-5684

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPfp9z049fFM...

1/1

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

Fairly useful

6. What other information would you like to know?

How the set back from Yorktown NWS can be managed. How we anticipate paying for this without tolls.

7. Please provide any additional comments you would like the study team to have.

This is an urgent need. The slightest perturbation to rush hour traffic on this corridor results in a huge back up.The interchange at Fort Eustis is a disaster waiting to happen. Stop studying and start building.

8. Please provide your name and address (optional)

Name: - Steven M Mondul

Address: - 5547 Rolling Woods drive, Williansburg, VA 23185

Email: - smondul@hotmail.com

Phone: - 757-220-9285

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzKIWy7oM9FBTBwPfp9z049fFM...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 98.166.163.214

Response Started: Thursday, December 13, 2012 6:59:11 AM

Response Modified: Thursday, December 13, 2012 7:13:19 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Full toll lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

Very useful

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

No action is unacceptable. The current I-64 corridor is frustrating and dangerous. Delays caused by accidents and traffic congestion financially impact business and make it impossible to plan how long travel will take. Tolls (user tax) are preferred because they focus the impact on those who use the corridor the most. Special use lanes might work in or around DC but are impractical in this area due to lower vehicle occupancy.

8. Please provide your name and address (optional)

Name: - Charles Nault

Address: - 121 Pine Creek Dr

Email: - naultc@aol.com

Phone: - 75-7851-1109

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvzcKIWy7oM9FBTBwPfP9z049fFO...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 198.252.240.2

Response Started: Wednesday, December 19, 2012 8:43:18 AM

Response Modified: Wednesday, December 19, 2012 9:09:52 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No Response

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No Response

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

What happens to the millions of dollars made from the lottery weekly supposedly used for schools and ROADS!?!

7. Please provide any additional comments you would like the study team to have.

Stop wasting money on signage and markings on travel restricted HOV lanes! All lanes should be open for ALL traffic All of the time! Tolls slow traffic.

8. Please provide your name and address (optional)

Name: - Rick Rochelle

Address: - 8522 Orcutt Ave Hampton, Va 23605

Email: - rochelle@hampton.gov

Phone: - 757-726-2991

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvzcKIWy7oM9FBTBwPfP9z049fFM...

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APPENDIX H: COMMENTS ON THE DRAFT EIS

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 108.39.121.38

Response Started: Thursday, December 13, 2012 10:05:12 AM

Response Modified: Thursday, December 13, 2012 10:10:48 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

I am absolutely opposed to tolls, and believe that an increase in the gas tax is the best alternative. The mechanism to collect the tax is already in place and this is the fairest way to get additional funding.

8. Please provide your name and address (optional)

Name: - W. R. Simmons

Address: - 70 Elm Ave, Newport News, VA 23601

Phone: - 757 596-9664

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vf5vczKIWy7oM9FBTBwPfp9z049fFP...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 216.54.20.242

Response Started: Thursday, December 13, 2012 6:51:06 AM

Response Modified: Thursday, December 13, 2012 7:14:59 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

The needs to be a landscaped median even if it has to be five feet wide and in between two jersey barriers.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

After reading the DEIS, the displays provided little additional information. Displays showing the impacts to the interchanges where additional right-of-way is needed would have helped in understanding the impacts of the proposed widening on adjacent development. This would have portrayed negative information which is probably why it was not shown.

6. What other information would you like to know?

Where is the money coming from? If tolls are implemented, what provision is going to be made for the paralleling local streets that might be severely impacted with significant toll avoidance traffic?

7. Please provide any additional comments you would like the study team to have.

There must be an interim plan, a phased plan, a concept on how the build alternatives might be implemented. While the study looked to the year 2040, without funding is this a reality? What might be built by then? What will be built soonest? When will areas be impacted? Widening I-64 along the corridor to six lanes divided (one contractor heading east from Richmond and one contractor heading west from Hampton Roads) should be the first priority and can probably be done without interchange or bridge reconstruction. This approach would provide the biggest bang for the buck. This could then be followed by the additional improvements needed starting at the Richmond and Hampton Roads ends and working to the center. Constructing the full improvements a mile at the time just isn't reasonable/responsible, we need relief now!!!! While I indicated a negative on the toll question, I would be supportive of a toll project constructed by the Commonwealth, tolls paid to the Commonwealth, and the tolls removed when the 15-20 year debt is paid off.

8. Please provide your name and address (optional)

Name: - Tom Slaughter

Address: - 102 Carys Trace, Yorktown, VA 23693

Email: - tslaugh757@aol.com

Phone: - 757-867-9115

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vf5vczKIWy7oM9FBTBwPfp9z049fFM...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 68.0.16.197

Response Started: Thursday, December 13, 2012 4:44:49 AM

Response Modified: Thursday, December 13, 2012 4:46:44 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Full toll lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

I think it is important that the users should bear the burden of costs. People in the western part of the state should not be responsible for our roads.

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

Name: - Dianne Spearman

Address: - 115 Pinepoint Rd., Williamsburg, VA 23185

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9F8TBwPfP9z049fFO...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 64.5.144.1

Response Started: Thursday, December 13, 2012 5:33:54 AM

Response Modified: Thursday, December 13, 2012 5:42:47 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

I do not feel that including tolls on the road is a viable option. Having lived in Richmond and dealt with tolls on a daily basis, it was frustrating and traffic was awful. Raise the gas tax so that everyone that is using the roads pays for it.

8. Please provide your name and address (optional)

Name: - Laura Cornett Wang

Address: - 107 Creekshire Crescent

Email: - lmcornett@cox.net

Phone: - 804 380-3780

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvzcKIWy7oM9F8TBwPfP9z049fFN...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 132.3.29.68

Response Started: Thursday, December 13, 2012 6:03:50 AM

Response Modified: Thursday, December 13, 2012 6:07:59 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

very.

6. What other information would you like to know?

Projected start dates and construction plan, ie which direction gets upgraded first.

7. Please provide any additional comments you would like the study team to have.

Tolls bring additive costs for toll gates, personnel etc and, will create bottle necks. Not to mention perceived unfairness on where toll gates are or are not located. Increasing state gas tax 1-2% specifically for I-64 widening will bring in balanced revenue and lesser construction and management costs.

8. Please provide your name and address (optional)

Name: - Tom Wozniak

Address: - 110 Runey Way

Email: - wozniakta@cox.net

Phone: - 757-892-0960

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvczKIWy7oM9FBTBwPfP9z049fFN...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 108.11.162.194

Response Started: Monday, December 17, 2012 2:45:41 PM

Response Modified: Monday, December 17, 2012 2:53:37 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

No Response

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

Back-ups from time to time are inevitable. The main area of concern seems to be in Newport News (I-64 West just past the Jeff. Ave area) where it goes from four lanes down to two. This seems to be the most consistantly congested area.

8. Please provide your name and address (optional)

Name: - Rick

Address: - Carrollton Va

Email: - rroutten@hampton.k12.va.us

Phone: - 757-238-9105

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvczKIWy7oM9FBTBwPfP9z049fFM...

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APPENDIX H: COMMENTS ON THE DRAFT EIS

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 216.54.20.242

Response Started: Thursday, December 13, 2012 6:45:41 AM

Response Modified: Thursday, December 13, 2012 6:47:12 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvzKIWy7oM9FBTBwPfP9z049fFO...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 132.3.29.68

Response Started: Thursday, December 13, 2012 8:42:00 AM

Response Modified: Thursday, December 13, 2012 8:43:31 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

The General Assembly needs to raise the gas tax in this state to begin paying for some of the infrastructure that is needed.

8. Please provide your name and address (optional)

No Response

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 198.212.189.122

Response Started: Monday, December 17, 2012 12:22:08 PM

Response Modified: Monday, December 17, 2012 12:25:19 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

N/A

6. What other information would you like to know?

N/A

7. Please provide any additional comments you would like the study team to have.

Toll collecting on I-64 between Hampton & Richmond would INCREASE the congestion even more so than it is now! Tolls would NOT be an improvement!

8. Please provide your name and address (optional)

No Response

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 216.54.20.242

Response Started: Tuesday, December 11, 2012 5:09:10 AM

Response Modified: Tuesday, December 11, 2012 5:12:11 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

tolls are not efficient, raise the gas tax

8. Please provide your name and address (optional)

Email: - wed0c@hotmail.com

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIVb%2bMfEB5ZTZ301jPqYKdz...

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APPENDIX H: COMMENTS ON THE DRAFT EIS

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 68.109.7.254

Response Started: Monday, December 17, 2012 12:24:50 PM

Response Modified: Monday, December 17, 2012 12:26:08 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvczKIWy7oM9FBTBwPfp9z049fFN...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 198.252.240.2

Response Started: Monday, December 17, 2012 1:01:09 PM

Response Modified: Monday, December 17, 2012 1:02:21 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 71.176.41.84

Response Started: Monday, December 17, 2012 3:33:31 PM

Response Modified: Monday, December 17, 2012 3:39:20 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

ok

6. What other information would you like to know?

economic impacck assuming other trends take over this need

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvczKIWy7oM9FBTBwPfpP9z049fFP...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 66.114.79.5

Response Started: Monday, December 17, 2012 7:43:58 PM

Response Modified: Monday, December 17, 2012 7:45:34 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

because no info has been passed on.

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

what displays

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 198.252.240.2

Response Started: Tuesday, December 18, 2012 6:00:47 AM

Response Modified: Tuesday, December 18, 2012 6:02:30 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIWy7oM9FBTBwPfP9z049fFN...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 98.166.178.247

Response Started: Tuesday, December 18, 2012 9:07:31 AM

Response Modified: Tuesday, December 18, 2012 9:12:24 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

i think tolls should be placed along I 81. yes somewhere out in the middle of no where just like the one on the side of a mountain in west virginia, tolls there are \$2 both ways. there is alot of traffic on that side of the state, enuff that would bring in alot of dollars to help out with building the road widening from newport news to richmond

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIWy7oM9FBTBwPfP9z049fFN...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 108.26.116.83

Response Started: Tuesday, December 18, 2012 5:42:44 PM

Response Modified: Tuesday, December 18, 2012 5:50:10 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No Response

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

No Response

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No Response

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No Response

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

Why are you only considering toll to pay for transportation. I am against tolls. We have already paid for some of these proposals previously. Why do you have to pay businesses to do business and build here? Let them use their own funds. Why do you have to give these business such long term leases? All of these proposals need to be reworked.

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvczKIWy7oM9F8TBwPfP9z049fFO...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 24.253.157.33

Response Started: Sunday, December 30, 2012 6:02:25 PM

Response Modified: Sunday, December 30, 2012 6:34:28 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

The BUILD ALTERNATIVE 3 (MANAGED LANES) option is problematic for several reasons: (1) The existing HOV lane on the Peninsula between exit 264 and Jefferson Avenue is severely underutilized. Your impact handout shows this managed lane option would be just as expensive as adding general purpose lanes. It makes little sense to spend as much money as adding general purpose lanes only to add underutilized HOV lanes. That is not cost effective (2) If these managed lanes are paid for by gas tax dollars, they should be open to all motorists as a matter of fairness (3) Adding reversible lanes between 205 and 192 only addresses the congestion in one direction. It provides no relief to motorists stuck in heavy traffic in the other direction

8. Please provide your name and address (optional)

Email: - mdonei@gmail.com

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvczKIWy7oM9F8TBwPfP9z049fFO...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 71.176.195.14

Response Started: Wednesday, January 2, 2013 11:11:03 AM

Response Modified: Wednesday, January 2, 2013 11:15:09 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

Managed lanes

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

Yes

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No Response

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

It would be nice for EZ-Pass or any other toll service to ONLY charge non-Virginia cars. That is, Virginia residents' pay with their taxes, non-residents pay via tolls.

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8Mik2vfSvczKIWy7oM9FBTBwPfP9z049fFO...

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 108.39.122.231

Response Started: Monday, January 7, 2013 7:23:52 AM

Response Modified: Monday, January 7, 2013 7:25:16 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 71.251.228.43

Response Started: Wednesday, January 9, 2013 11:17:38 AM

Response Modified: Wednesday, January 9, 2013 11:18:42 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

No

Impact of tolling

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the outside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

No Response

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

http://www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIVb%2bMfE... 1/10/2013

1/10/13

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 198.252.240.2

Response Started: Tuesday, December 11, 2012 8:53:20 AM

Response Modified: Tuesday, December 11, 2012 8:56:08 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

No Response

6. What other information would you like to know?

How can it possibly cost the same to use the median for expansion as it would to acquire additional right-of-way and property from neighboring landowners?

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIVb%2bMfEB5TZ301jPqYKdz... 1/1

APPENDIX H: COMMENTS ON THE DRAFT EIS

1/10/13

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 206.113.132.130

Response Started: Wednesday, December 12, 2012 6:11:02 AM

Response Modified: Wednesday, December 12, 2012 6:36:53 AM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

Yes

5. How useful did you find the displays for understanding the study?

very

6. What other information would you like to know?

none

7. Please provide any additional comments you would like the study team to have.

No Response

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIVb%2bMfEB5TZ301jPqYKdz...

1/1

1/10/13

Survey Results

Browse Responses

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Displaying 7 of 39 respondents

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Jump To:

7

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Respondent Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 96.225.162.138

Response Started: Wednesday, December 12, 2012 6:31:32 PM

Response Modified: Wednesday, December 12, 2012 6:34:12 PM

1. 1. Based on the information contained in the Draft Environmental Impact Statement, and presented at this meeting, do you feel that the appropriate environmental and community issues have been adequately addressed?

Yes

2. There are five build alternatives under consideration to address the needed improvements within the I-64 corridor. Which alternative do you feel best meets the needs within the corridor?

General purpose lanes widening to the inside

3. A no-build alternative was also analyzed and is being considered as part of this study. This would include only the projects currently programmed in VDOT's Six-Year Improvement Program. Do you feel the no-build alternative would meet the needs within the corridor?

No

4. Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?

No

5. How useful did you find the displays for understanding the study?

Very good.

6. What other information would you like to know?

None.

7. Please provide any additional comments you would like the study team to have.

None.

8. Please provide your name and address (optional)

No Response

www.surveymonkey.com/sr_detail.aspx?sm=dUrSA16E8MIk2vfSvczKIWy7oM9F8TBwPfP9z049fFN...

1/1



APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

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Virginia Department of Historic Resources Effect Determination (February 6, 2013)	12
Virginia Department of Transportation Coordination with the City of Newport News Lee Hall Reservoir (April 12, 2013)	16
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APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

VDOT Responses to the
City of Richmond, Department of Public Works
On the I-64 Peninsula Study
(as of February 19, 2013)

The following are VDOT Responses to a letter dated February 13, 2013 from the City of Richmond, Department of Public Works on the I-64 Peninsula Study. The following are excerpts from this letter along with the responses.

Thank you for offering us the opportunity to provide comments on the I-64 Study. The Study includes two interchanges within the city limits, i.e., I-95 (Exit 190) and Mechanicsville Turnpike (Exit 192). The Nine Mile Road interchange (Exit 193) is in close proximity to the city line.

- I-95 interchange
 - o VDOT is requested to include recommendations from the 2012 I-95/I-64 Overlap Study prepared for by Kimley-Horn and Associates. The Overlap Study recommends improvements for the I-95/I-64 interchange and across the Shockoe Valley Bridge.

Response - As stated on Page II-7 of the DEIS the designs for the I-64/I-95 Interchange (Exit 190) utilize the conceptual designs being prepared as part of VDOT's I-95/I-64 Overlap Planning Study. During the DEIS studies much coordination was performed between the VDOT and the study teams working on the I-64 Peninsula Study and on the I-95/I-64 Overlap Planning Study. As of the time of the printing of the DEIS, the conceptual designs for the I-95/I-64 Study were under review and not finalized. The coordination of these two studies will continue and the remaining I-64 Peninsula Studies and the Final EIS will include the most recent information from the I-95/I-64 Overlap Planning Study.

- I-64 between I-95 and Mechanicsville Turnpike
 - o The No Build Alternative is not an option given the findings and crashes in the "Traffic / Transportation Technical Memorandum"
 - Main line levels of service (LOS) of "F" for year 2040 from Exit 190-192 (Tables 29 and 32)
 - Merge/diverge LOS "F" for EB and WB at Exit 192 (Tables 47, 48, and 49)
 - Signal at I-95 SB off ramp and 3rd St. has a "F" LOS. Signal at I-64 WB at Magnolia has a "F:" LOS (Table 53)
 - Crashes in the city
 - I-64 WB has twice the state average
 - I-64 EB has 1 ½ times the state average

Response – As indicated in the DEIS the No-Build Alternative serves as a base line for the comparison of future conditions and impacts. A Preferred Alternative has not been identified in the Draft EIS. A Preferred Alternative will be identified in the Final EIS after the location public hearings are held and responses to comments provided on the Draft EIS have been prepared and reviewed. These responses to comments will be provided in the Final EIS which will also be made available to the public and agencies. Once the Final EIS has been made available, FHWA would review the information and issue a Record of Decision which will identify the Preferred Alternative along with the known mitigation measures for impacts which may result from the Preferred Alternative.

- Additional right of way required (Table II.3 Interchange Improvement Summary; Table III.A.1 Community Facilities and Services; Table III.A.2 Community Facility Impacts by Alternative; Table III.G.1 Anticipated Effect Determination for Listed or Eligible Architectural Resources Identified with the Project APE; and Table II.G.3 Anticipated Effect Determination for Archaeological Sites Identified within the Project APE)
 - o VDOT is requested to provide additional information on these as we are very concerned about taking existing properties for both existing and new developments.

Response – Construction of any of the proposed Build Alternatives would require the acquisition of additional right of way and the potential relocation of families, businesses and community facilities. The assumptions used to develop the right of way assessment are shown in the *Right of Way Technical Memorandum* beginning on page 4. As identified in the *Right of Way Technical Memorandum*, the right of way impacts were determined by overlaying each alternative footprint onto VDOT Geographic Information Systems (GIS) right of way boundary and parcel data provided by each locality along the corridor. The memorandum contains an estimate of the acreage of right of way that would be needed, the number of complete acquisitions (also called relocations) that would occur and the characteristics or types of those properties being relocated for each alternative.

The right of way estimates are conservative estimates and the actual number of acquisitions or relocations is expected to decrease as the project design is advanced and roadway right of way requirements are determined using more detailed information. The acreage of each type of parcel impacted within each District was added to the mainline right of way acreage for each type to yield a total acreage of anticipated right of way for each parcel category for each Build Alternative.

In order to develop costs, a planning level construction estimate for the entire project was developed using the VDOT Planning Level Costs Estimation Process. Right of way and utility costs are shown as a percentage of construction costs and were determined for each alternative using the figures from the VDOT Planning Level Costs Estimation Process. Using the total right of way estimates obtained for each alternative along the corridor, per District and per category, percentages of the overall total were then

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

determined. This percentage was then multiplied by the low and high right of way and utility cost percentages of the overall construction cost and totaled for each alternative.

At this pointing the study process the project team did not contact local citizens to determine such factors as population per household, minority status, owner/rental status, or income. In addition, the project team did not contact individual businesses or non-profit organizations to determine the number of employees, members, minority status or owner/rental status. Once an alternative is selected and the project moves to the Design Plan phase, detailed design plans will be developed and a detailed right of way analysis will be prepared with the exact limits of right of way impacts. Property owners whose parcels will be impacted either as a whole or partial acquisition by the proposed improvements will be contacted by VDOT or their representative at that time. Whether it is a whole or partial acquisition, the owner will be compensated for the fair market value of their parcel and improvements that will be acquired.

In order to provide additional information the attached tables identifies the approximate right of way needs by tax parcel within the City of Richmond for each of the Build Alternatives. Please note that there are three tab sheets including: one for the interchanges and widening, one for community facilities and one for historic properties. Maps showing the location of the approximate properties affected can be found in the *Right of Way Technical Memorandum*.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Potential Right of Way Impacts Within the City of Richmond Adjacent to Interchanges and Along the Mainline for Each Alternative

Parcel ID	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
				Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
				Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
1277	1912 Mechanicsville Turnpike	0.56	Interchange	0.23	0.23	0.23
4183	N/A	9.17	Interchange	1.96	1.96	1.96
4189	N/A	0.62	Interchange	0.54	0.54	0.54
4915	2007 Anniston Street	1.19	Interchange	1.19	1.19	1.19
5529	2111 Magnolia Street	7.11	Interchange	0.96	0.96	0.96
6618	2413 N 28th Street	0.21	Interchange	0.00	0.00	0.00
7761	2810 Fairfield Avenue	1.72	Interchange	0.27	0.27	0.27
7880	2408 N 28th Street	0.12	Interchange	0.07	0.07	0.07
8038	2802 Kane Street	0.08	Interchange	0.02	0.02	0.02
9377	2823 Fairfield Avenue	1.02	Interchange	0.12	0.12	0.12
9398	2410 Creighton Road	0.10	Interchange	0.08	0.08	0.08
12318	3219 Tuxedo Boulevard	0.28	Interchange	0.28	0.28	0.28
15246	2001 Anniston Street	0.62	Interchange	0.52	0.52	0.52
15448	N/A	1.45	Interchange	0.53	0.53	0.53
15579	1908 Mechanicsville Turnpike	0.51	Interchange	0.06	0.06	0.06
17000	2409 N 28th Street	0.13	Interchange	0.10	0.10	0.10
19416	2507 Magnolia Road	0.09	Interchange	0.09	0.09	0.09
19589	N/A	1.15	Interchange	0.56	0.57	0.56
22308	1000 E Leigh Street	3.79	Interchange	0.36	0.36	0.36
24554	3213 Tuxedo Boulevard	0.11	Interchange	0.07	0.07	0.07
26157	N/A	0.27	Interchange	0.27	0.27	0.27
27739	2411 N 28th Street	0.15	Interchange	0.04	0.04	0.04
28424	2307 Creighton Road	0.13	Interchange	0.04	0.04	0.04
30428	N/A	0.21	Interchange	0.17	0.17	0.17
33107	2616 Whitcomb Street	0.26	Interchange	0.23	0.23	0.23
36758	2618 Whitcomb Street	0.20	Interchange	0.19	0.19	0.19
38376	2801 Fairfield Avenue	0.27	Interchange	0.04	0.04	0.04
39074	2306 Creighton Road	0.14	Interchange	0.02	0.02	0.02
39130	2306 N 29th Street	0.06	Interchange	0.06	0.06	0.06
40159	3209 Tuxedo Boulevard	0.15	Interchange	0.01	0.01	0.01
44116	N/A	0.29	Interchange	0.29	0.29	0.29
44518	2620 Whitcomb Street	0.16	Interchange	0.16	0.16	0.16
44605	1924 B Whitcomb Street	9.79	Interchange	0.39	0.39	0.41
46743	2410 N 28th Street	0.12	Interchange	0.00	0.00	0.00
47650	N/A	0.11	Interchange	0.11	0.11	0.11
47936	2501 Magnolia Street	0.49	Interchange	0.42	0.42	0.42
48443	2307 Creighton Road	0.02	Interchange	0.02	0.02	0.02
49040	2304 N 29th Street	0.16	Interchange	0.05	0.05	0.05
50920	3212 Tuxedo Boulevard	0.15	Interchange	0.01	0.01	0.01
59364	2307 N 29th Street	0.13	Interchange	0.07	0.07	0.07
59976	2408 N 28th Street	0.07	Interchange	0.07	0.07	0.07
61348	3221 Tuxedo Boulevard	0.11	Interchange	0.11	0.11	0.11

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Potential Right of Way Impacts Within the City of Richmond Adjacent to Interchanges and Along the Mainline for Each Alternative

Parcel ID	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
				Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
				Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
65444	N/A	1.98	Interchange	0.05	0.05	0.05
65992	2000 Mechanicsville Turnpike	0.45	Interchange	0.45	0.45	0.45
66008	2400 Magnolia Court	3.83	Interchange	0.61	0.60	0.61
67262	2300 N 28th Street	0.59	Interchange	0.14	0.14	0.14
67293	N/A	0.15	Interchange	0.03	0.03	0.03
69106	N/A	28.04	Interchange	3.24	3.24	3.24
74611	2403 Creighton Road	0.46	Interchange	0.27	0.27	0.27
75634	2405 Creighton Road	0.20	Interchange	0.00	0.00	0.00
75641	2510 Phaup Street	2.92	Interchange	0.04	0.04	0.04
75642	N/A	0.22	Interchange	0.13	0.13	0.13
75648	N/A	0.19	Interchange	0.12	0.12	0.12
75649	2011 Mechanicsville Turnpike	0.41	Interchange	0.41	0.41	0.41
75650	2001 Mechanicsville Turnpike	0.45	Interchange	0.45	0.45	0.45
75651	1915 Mechanicsville Turnpike	0.99	Interchange	0.33	0.33	0.33
90561	2507 Magnolia Road	0.28	Interchange	0.28	0.28	0.28
90562	2503 Magnolia Road	0.20	Interchange	0.20	0.20	0.20
90563	2301 Magnolia Street	1.11	Interchange	0.82	0.82	0.82
90564	N/A	0.69	Interchange	0.63	0.63	0.63
90565	2501 Magnolia Road	0.40	Interchange	0.31	0.31	0.31
93629	N/A	34.08	Interchange	3.25	3.25	3.25
96957	2600 Magnolia Road	1.07	Interchange	1.07	1.07	1.07
189426	3216 Tuxedo Boulevard	0.09	Interchange	0.02	0.02	0.02
189427	3300 Tuxedo Boulevard	0.11	Interchange	0.05	0.05	0.05
189428	3301 Tuxedo Boulevard	0.11	Interchange	0.11	0.11	0.11
189429	3304 Tuxedo Boulevard	0.23	Interchange	0.17	0.17	0.17
189430	3306 Tuxedo Boulevard	0.11	Interchange	0.11	0.11	0.11
189431	3303 Tuxedo Boulevard	0.23	Interchange	0.23	0.23	0.23
189432	3308 Tuxedo Boulevard	0.11	Interchange	0.11	0.11	0.11
189433	3307 Tuxedo Boulevard	0.10	Interchange	0.10	0.10	0.10
189434	3307 1/2 Tuxedo Boulevard	0.05	Interchange	0.05	0.05	0.05
189435	3310 Tuxedo Boulevard	0.17	Interchange	0.17	0.17	0.17
189436	3312 Tuxedo Boulevard	0.06	Interchange	0.06	0.06	0.06
189437	3311 Tuxedo Boulevard	0.14	Interchange	0.14	0.14	0.14
189438	3313 Tuxedo Boulevard	0.09	Interchange	0.09	0.09	0.09
189439	3314 Tuxedo Boulevard	0.13	Interchange	0.13	0.13	0.13
189440	3315 Tuxedo Boulevard	0.05	Interchange	0.05	0.05	0.05
189441	3317 Tuxedo Boulevard	0.05	Interchange	0.05	0.05	0.05
189442	3227 Nine Mile Road	0.12	Interchange	0.12	0.12	0.12
189443	3231 Nine Mile Road	0.11	Interchange	0.11	0.11	0.11
189444	3301 Nine Mile Road	0.10	Interchange	0.10	0.10	0.10
189445	3303 Nine Mile Road	0.06	Interchange	0.06	0.06	0.06
189446	3220 Tuxedo Boulevard	0.06	Interchange	0.02	0.02	0.02

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Potential Right of Way Impacts Within the City of Richmond Adjacent to Interchanges and Along the Mainline for Each Alternative

Parcel ID	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
				Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
				Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
260545	2000 Anniston Street	3.01	Interchange	1.45	1.45	1.45
288993	3521 East Richmond Road	173.12	Interchange	0.52	0.52	0.52
13994	1707 Magnolia Street	7.14	Mainline	0.03	0.03	0.02
14434	1815 5th Avenue	0.38	Mainline	0.03	0.03	0.05
15283	1600 Valley Road	1.97	Mainline	0.48	0.48	0.47
15774	1611 4th Avenue	1.88	Mainline	0.00	0.00	0.01
24806	1603 Valley Road	0.76	Mainline	0.65	0.65	0.65
27635	900 N 7th Street	5.32	Mainline	5.32	5.32	5.32
36765	700 Hospital Street	4.46	Mainline	0.36	0.36	0.36
45483	1305 N 5th Street	1.27	Mainline	0.04	0.04	0.04
45633	1601 Valley Road	2.87	Mainline	0.37	0.37	0.37
48340	1506 Valley Road	0.75	Mainline	0.20	0.20	0.20
55912	728 Hospital Street	8.80	Mainline	1.38	1.38	1.34
56658	1915 5th Avenue	0.07	Mainline	0.01	0.01	0.01
				0.02	0.02	0.02
94491	800 N 3rd Street	1.17	Mainline	0.04	0.04	0.04
105304	N/A	19.44	Mainline	2.30	2.30	2.31
113293	1301 Valley Road	4.04	Mainline	0.48	0.48	0.48

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Potential Right of Way Impacts Within the City of Richmond to Community Facilities and Services for Each Alternative

Parcel ID	Facility Name	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
					Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
					Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
800-726-7658(Henrico GPIN)	Armstrong High School	2300 Cool Lane	18.67	Interchange	4.77	4.77	4.77
801-725-3882 (Henrico GPIN), 75641 (Richmond Parcel ID)	Fairfield Court Elementary School	2510 Phaup Street	2.92 (Richmond) 9.86 (Henrico)	Interchange	0.72	0.72	0.72
69106	Whitcomb Court Public Housing Development	2302 Carmine Street	28.04	Interchange	3.24	3.24	3.24
75672	Fairfield Public Housing Development	2506 Phaup Street	28.19	Not Impacted	Not Impacted	Not Impacted	Not Impacted
93629	Creighton Court Public Housing Development	2101 Creighton Road	34.08	Interchange	3.25	3.25	3.25
17141	Fairfield Jerusalem Baptist Church	2609 Selden Street	0.29	Not Impacted	Not Impacted	Not Impacted	Not Impacted
27494	Shockoe Hill Cemetery	2nd Street and 4th Hospital Street	12.64	Not Impacted	Not Impacted	Not Impacted	Not Impacted
288993	Oakwood Cemetery	3101 Nine Mile Road	173.12	Interchange	5.2	5.2	5.2
Unknown	Fairfield Court Community Center	2311 North 25th Street	Unknown	Not Impacted	Not Impacted	Not Impacted	Not Impacted
93629	Creighton Community Center	2101 Creighton Road	34.08	Not Impacted	Not Impacted	Not Impacted	Not Impacted
75672	Gill Community Center	2501 Phaup Street	28.19	Not Impacted	Not Impacted	Not Impacted	Not Impacted
18491	Preschool Development Center	2124 North 29th Street	1.50	Not Impacted	Not Impacted	Not Impacted	Not Impacted

Potential Right of Way Impacts Within the City of Richmond to Historic Properties for Each Alternative

Parcel ID	Resource Name	Address	Total Parcel Acreage	Location	Acreage Impacted by Alternative		
					Outside Widening	Median Widening	Managed Lanes with General Purpose Lanes
					Alternative 1A / 2A	Alternative 1B / 2B	Alternative 3
Multiple Parcels	Jackson Ward Historic District	Multiple Parcels	N/A	Not Impacted	Not Impacted	Not Impacted	Not Impacted
37858	Sixth Mount Zion Baptist Church	14 W Duval Street	0.27	Not Impacted	Not Impacted	Not Impacted	Not Impacted
9594	St. Luke Building, 900 St. James Street	900 St James Street	0.20	Not Impacted	Not Impacted	Not Impacted	Not Impacted
27494	Shockoe Hill Cemetery	2nd Street and 4th Hospital Street	12.64	Not Impacted	Not Impacted	Not Impacted	Not Impacted
113288, 94644	Hebrew Cemetery	320 Hospital Street	7.72	Not Impacted	Not Impacted	Not Impacted	Not Impacted
Multiple Parcels	Chestnut Hill/Plateau Historic District	Multiple Parcels	N/A	Not Impacted	Not Impacted	Not Impacted	Not Impacted
45483	Shockoe Hill Burying Ground	1305 N 5th Street	TBD	Interchange	0.038	0.038	0.038

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

From: Deem, Angel N. (VDOT) [mailto:Angel.Deem@VDOT.Virginia.gov]
Sent: Wednesday, February 20, 2013 9:26 AM
To: Tiffany Tran; Nies, Nicholas; Svejkovsky, Ronald (VDOT)
Cc: Riblett, Mark P.E. (VDOT); Lysy, Dan; Crum, Robert, Jr.; Stearns, Palmer (VDOT)
Subject: RE: Richmond Area MPO Questions for I-64 Peninsula Study DEIS

Tiffany –
Our responses are attached. I trust this will enable you to present the information to the MPO as needed.
Thanks,
Angel

From: Tiffany Tran [mailto:ttran@richmondregional.org]
Sent: Friday, February 08, 2013 2:40 PM
To: Deem, Angel N. (VDOT); [nries@wralp.com]; Svejkovsky, Ronald (VDOT)
Cc: Riblett, Mark P.E. (VDOT); Lysy, Dan; Crum, Robert, Jr.
Subject: Richmond Area MPO Questions for I-64 Peninsula Study DEIS

Good afternoon, Angel

Thank you for your response in confirming the CTB action in the upcoming months for selecting a preferred alternative for the I-64 Peninsula Study. As part of the discussion for our February 14 MPO meeting, we will be asking VDOT and project staff to answer questions posed by our TAC, CTAC and MPO staff in the review of the I-64 Peninsula Study DEIS prior to our selection of a locally preferred alternative (this is also covered in the staff report for the February 14 MPO meeting agenda that was sent out on Tuesday, February 5). These questions need to be addressed before our MPO may move forward to recommend a locally preferred alternative, as the response will be reviewed and considered at the February 21 TAC meeting. Next week, we will be asking the MPO to appoint a TAC subcommittee to review, address and discuss MPO staff, TAC and CTAC comments, questions, and recommendations before developing a report and recommendation for a preferred alternative. The report and recommendation will be submitted to the MPO no later than March 1, 2013 so that the MPO can take action at its March 7, 2013 meeting and submit its recommendation for a preferred alternative to VDOT and the CTB.

I have attached the questions requesting further information from VDOT and project staff to this email with a deadline of February 21, 2013 in order to prevent any delay in our schedule to provide a locally preferred alternative for submission to VDOT and the CTB by the March 20 CTB meeting. Please note VDOT's timely response to staff and MPO Committees comments (attached) is needed for the TAC/TAC subcommittee to provide its recommendation and enable the MPO to take action at its March 7 meeting.

To assist us with meeting this deadline, we request that you provide written responses to these questions by February 21, 2013. If there is concern in meeting this deadline, please contact me as soon as possible. Thank you in advance for your assistance.

Tiffany Tran
Senior Planner
Urban Transportation Planning Division
Richmond Regional Planning District Commission
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VDOT Responses to the
Richmond Area Metropolitan Planning Organization
Request for Additional Information
for the I-64 Peninsula Study

(as of February 19, 2013)

The following are VDOT Responses to a letter dated February 8, 2013 from the Richmond Area Metropolitan Planning Organization on the I-64 Peninsula Study. The following are excerpts from this letter along with the responses.

The Richmond Area Metropolitan Planning Organization (RAMPO) is requesting additional information on the following questions as presented by the Technical Advisory Committee (TAC), Citizens Technical Advisory Committee (CTAC), and RAMPO staff in response to the review and discussion of the Interstate 64 Peninsula Study Draft Environmental Impact Statement (EIS). These questions need to be addressed by VDOT and the consultant team for the study in order to move forward in the selection of a locally preferred alternative (LPA). The I-64 Peninsula Study will be discussed at the February 14, 2013 RAMPO meeting, and at the February 21, 2013 TAC meeting to develop a report and formal recommendation for the RAMPO Board to assist in the selection of the LPA at the March 7, 2013 RAMPO meeting. Due to the schedule set, RAMPO staff would like these questions addressed by February 21, 2013 at the latest to prevent any delays.

1. Request for further information on the toll diversion analysis, specifically on additional parallel roads besides Route 60 (e.g., state routes 249 and 30) and the impact of each proposed alternative on these roads.

Response - We have done additional analysis of the Tidewater Super-Regional Model (TSRM) used for this study to show the potential diversions from I-64 to VA 249 and VA 30 under a range of tolling rates. This analysis uses the same methodology used in the I-64 *Traffic & Transportation Technical Memorandum* to estimate the toll diversions off of I-64 and onto US 60.

For this analysis VA 249 was divided into three segments based on existing interchange locations along I-64 and the daily 2040 traffic volumes were projected. These segments included the sections of VA 249 between I-64 Exits 205 to 211, Exits 211 to 214 and Exits 214 to 220. For the section from Exits 205 to 211 the model predicted a reduction of traffic on VA 249 from between approximately 130 to 310 vehicles per day depending on the assumed toll rate of 7.5 ¢/mi to 22.5 ¢/mi respectively. For the section from Exits 211 to 214 the model predicted a reduction of traffic on VA 249 from between approximately 100 to 150 vehicles per day depending on the assumed toll rate of 7.5 ¢/mi to 22.5 ¢/mi respectively. While on the section from Exits 214 to 220 the model predicted an increase of traffic on VA 249 from between approximately 410 to 1300 vehicles per day depending on the assumed toll rate of 7.5 ¢/mi to 22.5 ¢/mi respectively.

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For the VA 30 analysis VA 30 was divided into one segment based on existing interchange locations along I-64 and the daily 2040 traffic volumes were projected. This segment included the sections of VA 30 between Exits 220 and 227. For this section the model predicted an increase of traffic on VA 30 from between approximately 810 to 1720 vehicles per day depending on the assumed toll rate of 7.5 ¢/mi to 22.5 ¢/mi respectively.

It is important to note that we have some concerns about the validity of the results for VA 249 and for VA 30. For VA 249 it is counter-intuitive to expect reductions between Exits 205-214 and increases from Exit 214-220. This could be due to the fact that VA 249 is near the outer edge of the TSRM, where models tend to perform less reliably. In addition, VA 249 in this area crosses the border between the Richmond MPO model area and the inter-MPO area (the area between the Richmond and HR MPO areas) and the Tidewater Model which can introduce some error into the model outputs.

2. [More detailed explanation of the passenger/freight rail alternative and its elimination from alternatives analyzed due to its minimal impact on the corridor and failure to improve the level of service to level C or above.](#)

Response - The passenger/freight rail alternative principally consists of improvements that have already been studied as a part of other initiatives, including the Richmond/Hampton Roads Passenger Rail Tier I EIS.

As stated in the DEIS, within the I-64 Peninsula Study area there are two principal rail transportation facilities: (1) the existing CSX Transportation (CSXT)/Amtrak route from Richmond to Newport News, north of the James River on the Virginia Peninsula (Peninsula/CSXT) and (2) the Norfolk Southern Corporation (NS) rail route, south of the James River between Petersburg and Norfolk (Southside/NS). The Peninsula/CSXT Route is parallel to I-64 while the Southside/NS route is parallel to Route 460. Improvements are currently planned and underway for both corridors.

The VDRPT has been investigating improved passenger rail service between Richmond and Hampton Roads for a number of years. This service would ultimately connect to the Southeast, Northeast and Mid-Atlantic regions as an extension of the Southeast High Speed Rail Corridor. VDRPT prepared the *Richmond/Hampton Roads Passenger Rail Tier I Final Environmental Impact Statement (EIS)* which evaluated multiple options for passenger rail in the Richmond to Hampton Roads region, including the I-64 Peninsula Study area. The Tier I Final EIS, approved in August 2012, identifies Build Alternative 1 (Higher-Speed Southside/Conventional speed Peninsula at maximum authorized speeds of up to 90 mph) as the Preferred Alternative. The Record of Decision (ROD) is expected to be approved by the Federal Railroad Administration (FRA) in Fall 2012.

As stated in the Tier I Final EIS, high-speed intercity passenger rail service attracts different types of ridership and therefore it is unlikely that the additional rail trips

generated by the Preferred Alternative would cause a measurable reduction in automobile traffic on major highways such as I-64 and I-95. In specifically examining the potential effects on traffic on I-64, the Tier I Final EIS states that a reduction of vehicles caused by diversion to rail would amount to only approximately 0.7% to 2.3% reduction in traffic on I-64 when using 2025 traffic volumes. This fraction is small enough that the resultant decrease in traffic would not be measurable, given the normal daily and seasonal fluctuations in traffic volume. If a travel time savings did occur on the I-64 or I-95 routes, the savings likely would be immediately offset by the induced demand of additional vehicles that would divert to the affected routes.

The alternative also assumes that CSX and NS will make the improvements to their lines that they have already programmed or have plans to implement in response to the projected future increase in tonnage at the Port of Virginia and the projected future increase in freight movements on their lines.

Note that the CSX rail line has a very high percentage of its tonnage devoted to coal being exported from US coal mines to the Port, and over 99% of coal is shipped by rail already. So while improvements to the CSX line would increase the tonnage of coal shipped by rail, since virtually all coal is shipped by rail now, this would not have a significant impact on truck volumes on I-64.

*Additional information will be provided regarding other goods shipped by rail.

Based on the previous investigations and very high percentage of tonnage dedicated to coal transport on the CSX line, this alternative was eliminated from further study.

3. [Information on whether overhead gantries and open road tolling or cash and toll plazas would be used if tolls were installed on the corridor as mentioned in Alternatives 2A, 2B, and 3.](#)

Response - The EIS studies assume that if the I-64 facility is tolled (either tolling of the entire facility or tolling of the managed lanes), that all tolling will consist of overhead gantries and open road tolling only (i.e. all tolls would be collected at highway speeds). Drivers without toll tags will have their license plates recorded by video cameras and will then be mailed their bills. Therefore, the Draft EIS assumes that there will be no traditional toll plazas and none of the additional impacts/footprint associated with traditional toll plazas.

This would be similar to other all-electronic toll roads, such as the new Intercounty Connector (Route 200) in Montgomery/Prince George's County, Maryland. *Figure 8: Typical Section of a Toll Collection Station Using Overhead Gantries and All-Electronic Tolling* on page 20 of the *Alternatives Development Technical Memorandum* provides a typical section of an overhead gantry.

The tolling would be for all vehicles, in both directions, and for the entire length of the corridor from I-95 in Richmond to I-664 in Hampton. Toll gantries would be located on the I-64 mainline for every interchange-to-interchange segment of I-64

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and are anticipated to be within the existing right of way for the majority of the project area except for the areas on the far eastern and western ends where additional right of way would be required for the improvements.

4. More detailed information on the parcels included in the right-of-way acquisition for the improvements recommended on the corridor as there is little information in the Right-of-Way Technical Memorandum besides number of parcels needed and number of individuals displaced.

Response - Construction of any of the proposed Build Alternatives would require the acquisition of additional right of way and the potential relocation of families, businesses and community facilities. The assumptions used to develop the right of way assessment are shown in the *Right of Way Technical Memorandum* beginning on page 4. As identified in the *Right of Way Technical Memorandum*, the right of way impacts were determined by overlaying each alternative footprint onto VDOT Geographic Information Systems (GIS) right of way boundary and parcel data provided by each locality along the corridor. The memorandum contains an estimate of the acreage of right of way that would be needed, the number of complete acquisitions (also called relocations) that would occur and the characteristics or types of those properties being relocated for each alternative.

The right of way estimates are conservative estimates and the actual number of acquisitions or relocations is expected to decrease as the project design is advanced and roadway right of way requirements are determined using more detailed information. The acreage of each type of parcel impacted within each District was added to the mainline right of way acreage for each type to yield a total acreage of anticipated right of way for each parcel category for each Build Alternative.

In order to develop costs, a planning level construction estimate for the entire project was developed using the VDOT Planning Level Costs Estimation Process. Right of way and utility costs are shown as a percentage of construction costs and were determined for each alternative using the figures from the VDOT Planning Level Costs Estimation Process. Using the total right of way estimates obtained for each alternative along the corridor, per District and per category, percentages of the overall total were then determined. This percentage was then multiplied by the low and high right of way and utility cost percentages of the overall construction cost and totaled for each alternative.

At this pointing the study process the project team did not contact local citizens to determine such factors as population per household, minority status, owner/rental status, or income. In addition, the project team did not contact individual businesses or non-profit organizations to determine the number of employees, members, minority status or owner/rental status. Once an alternative is selected and the project moves to the Design Plan phase, detailed design plans will be developed and a detailed right of way analysis will be prepared with the exact limits of right of way impacts. Property owners whose parcels will be impacted either as a whole or

partial acquisition by the proposed improvements will be contacted by VDOT or their representative at that time. Whether it is a whole or partial acquisition, the owner will be compensated for the fair market value of their parcel and improvements that will be acquired.

5. Request to VDOT for further information as to what constitutes a “partial acquisition” of public and private property.

Response - Whole acquisitions occur when a property can no longer be used for the purpose for which it was intended. This may be due to impacts to residential or business structures, utilities such as sewers or septic fields or access no longer being available to or from the property.

A partial acquisition of vacant land or land with improvements occurs where significant damages do not result to the remainder of the property, and the property is still usable for the purpose which it was intended. Partial acquisitions may not be identified with certainty at the location stage due to the lack of final construction and right of way limits. The owner is compensated for the fair market value of the portion of their parcel and minor improvements that will be acquired.

More detailed information regarding the VDOT Right of Way process and the Guide for Property Owners and Tenants can be found on the VDOT website by using the links shown below.

http://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf

http://www.virginiadot.org/business/resources/Right_of_way/RW_Manual02132012_TechRev.pdf

6. VDOT is requested to explain the planning level costs being presented for Alternatives 1A, 1B, and 3, which have almost identical cost ranges. Since Alternative 1A provides for an additional outside lane, while Alternatives 1B and 3 provide for an additional lane in the median, the cost for Alternatives 1B and 3 would seem to be significantly less due to lower right-of-way costs, while Alternative 1A would seem to cost significantly more due to right-of-way costs.

Response – The planning level estimates are a function of the amount of potential pavement estimated for each alternative. For the alternatives reviewed in this study, while the placement of pavement varies per alternative, the total amount of pavement estimated for the mainline improvements is very similar between the build alternatives. Given that the mainline improvements will not require significant right of way regardless of widening to the inside or outside, little difference between them is expected. Most of the right of way costs are at the improvements to the interchanges, which were assumed to be the same disturbance limits for each of the

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build alternatives. If the existing right of way was “tighter” on the outside of the corridor then we could expect a greater cost variance between the alternatives.

7. [Please provide details for the proposed widening of the I-64 Shockoe Valley Bridge in the City of Richmond.](#)

Response – For the I-64 Peninsula Study, the proposed widening of the I-64 Shockoe Valley Bridge in the City of Richmond was analyzed to the level of detail to determine the pavement widths required for the number of lanes needed. A Potential method of construction could include a phased construction method building 3-lanes of the new parallel bridge adjacent to the existing bridges to carry either east or west-bound traffic while one of the existing bridges is demolished and rebuilt. Traffic would then be shifted to the newly constructed bridge while the second existing bridge is demolished. This would allow space for the two newly constructed bridges to be completed by widening them to accommodate the design year typical sections. Another method could be to designate one of the existing bridges as a two-way bridge while the other is torn down and rebuilt. This new bridge could then serve as a two-way bridge while the old bridge is torn down and rebuilt. There would be extensive rework needed at the City side to connect the interchange ramps between I-64 and I-95 using temporary pavement to whichever bridge remains while the first one is reconstructed, and vice versa. At this point in the project development process there have been no details developed with regard to bridge type, size location and the sequence of construction due to the vast number of unknowns and assumptions used at a planning level corridor study.

Once the project moves to the Design Phase, detailed plans for both bridges and approaches as well as the sequence of construction and maintenance of traffic will be developed with coordination between VDOT and the City to ensure the necessary guidelines and requirements are met.

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COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

February 6, 2013

Kathleen S. Kilpatrick, State Historic Preservation Officer
Attn. Marc Holma
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Re: Effect Determination
VDOT Project No. 0064-M11-002, P101; UPC No. 92212
VDHR File No. 2008-1573

Dear Mr. Holma:

As anticipated in our letter of July 25, 2012, the Virginia Department of Transportation (VDOT), on behalf of the Federal Highway Administration (FHWA), is hereby consulting with your agency on the potential effects of proposed improvements to I-64 within a study area extending from I-664 in the City of Hampton to I-95 in the City of Richmond.

Previous Consultation Findings

- Redoubt 9 of the Williamsburg Battlefield (VDHR No. 44YO0051) is considered eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and D, and is important chiefly for the information it contains (Letter of June 2, 2009).
- Except for Redoubt 8 of the Williamsburg Battlefield (VDHR No. 44YO0050) and the map-predicted, but as-yet unverified Shockoe Hill Burying Ground, all significant archaeological sites present within the undertaking's Area of Potential Effects (APE) are important chiefly for the information they may contain (Letter of May 21, 2012).
- Amongst the buildings surveyed within the undertaking's Area of Potential Effects (APE), only Cedar Knoll (Henrico County, VDHR No. 043-0078) is considered eligible for listing in the NRHP. An additional building, 4430 Cedar Point Lane in James City County (VDHR No. 047-5141), requires additional information to conclusively determine its NRHP eligibility (Letters of May 13, 2011 and June 8, 2012).
- The historic property boundaries recommended by the American Battlefield Protection Program (ABPP) for 10 battlefields within or near the undertaking's APE are appropriate for use in Section 106 consultation. Further, neither the Big Bethel Battlefield (VA003; VDHR No. 114-5297) nor the Oak Grove Battlefield (VA015; VDHR No. 043-5079) are considered historic properties (Letter of July 25, 2012).

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Proposed Capacity Improvement Candidate Build Alternatives

Three candidate build alternatives (Attachments) along with the No-Build Alternative have been carried forward in the I-64 corridor study as follows:

- Alternative 1A/2A – Outside widening of one to three additional lanes depending on location.
- Alternative 1B/2B – Widening in the median of one to three additional lanes depending on location.
- Alternative 3 – “Managed Lanes”, including (varying by location) two reversible lanes in the median, one to two through lanes in the median, or two through lanes in the median with one additional westbound lane.

It is anticipated that all of the build alternatives can be constructed primarily within existing I-64 highway right-of-way (ROW) with the exception of the modifications at the urban areas located at the western end in the City of Richmond and at the eastern end in the Cities of Newport News and Hampton. The I-64 mainline areas which may require additional right-of-way include both eastbound and westbound between Exits 190 (I-95) and Exit 192 (Mechanicsville Turnpike), eastbound from mile post 257 to mile post 259.5 and westbound from Exits 264 (I-664) to Exit 258 (J. Clyde Morris Blvd). The need for additional right-of-way is also anticipated for 18 of the 25 existing interchanges. Note that the APE used to identify historic properties potentially affected indirectly by the undertaking has been sufficiently generous to accommodate these localized areas where additional ROW may be needed.

Potential Effects: Archaeology

The archaeological assessment conducted for the undertaking concluded that any significant archaeological sites that may be present within the APE would be important chiefly for the information they contain. The exceptions to that conclusion are Redoubt 8 of the Williamsburg Battlefield (44YO0050) and the map-predicted, but as-yet unverified Shockoe Hill Burying Ground, both of which are discussed below. Comprehensive efforts to identify National Register-eligible archaeological sites will be performed in consultation with your office and other consulting parties through commitments defined in a Programmatic Agreement (PA) concluding the Section 106 process for this undertaking. It can be assumed that any of the candidate build alternatives may diminish the location, materials, and association of such archaeological properties.

Potential Effects: Specific Historic Properties and Effects (east to west)

The following historic properties are present within or near the undertaking's APE and the potential alterations or diminishment to their historic integrity are summarized for each property.

Yorktown Battlefield (VA009; VDHR No. 099-5283; Dam No. 1): The edge of the Dam No. 1 core area is located approximately one-half mile east-northeast from the outer edge of Alternatives 1A/2A (2-lane outside widening) and is separated from the undertaking by Jefferson Avenue (Rt. 143) and by Newport News Park (including modern recreational facilities). These features, including the modern interstate highway, have altered and diminished the historic setting or feeling of this discontinuous core area of the Yorktown Battlefield and that battlefield as a whole. The proposed improvements to I-64 therefore will not diminish any remaining historic setting or feeling associated with the engagement of forces at Dam No. 1 that occurred on April 16, 1862 and with the Yorktown Battlefield as a whole.

Yorktown Battlefield (VA009; VDHR No. 099-5283; Lee's Mill): The edge of the Lee's Mill core area is located approximately 850 feet west-southwest from the outer edge of Alternatives 1A/2A (2-lane outside widening) and is separated from the undertaking by the CSX Railroad, the 20th-century bridge carrying Fort Eustis Boulevard (Rt. 105) over that railroad, and a portion of the Lee Hall Reservoir. These features, including the modern interstate highway, have altered and diminished the Civil-War-era setting and feeling of this discontinuous core area of the Yorktown Battlefield and that battlefield as a whole. The undertaking, therefore, will not diminish any remaining historic setting or feeling associated with the engagement of forces at Lee's Mill that occurred on April 5 and 16, 1862 and with the Yorktown Battlefield as a whole.

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Williamsburg Battlefield (VA010; VDHR No. 099-5282): The ABPP-proposed NRHP boundaries are located northeast of existing I-64 and outside of (adjacent to) existing highway right-of-way. The presence of the modern interstate highway has altered and diminished the Civil War setting and feeling of this historic property. It is anticipated that Alternatives 1A/2A (1-lane outside widening) can be accomplished within existing highway right-of-way and therefore the undertaking will not diminish any remaining historic setting or feeling associated with the Williamsburg Battlefield.

Williamsburg Battlefield Redoubt 8 (44YO0050): Redoubt 8 is situated approximately 30 yards outside of existing I-64 right-of-way. The presence of the modern interstate highway has altered and diminished the Civil War setting and feeling of this well-preserved earthwork on its northeastern side and separated it from the ABPP-proposed NRHP boundaries for the battlefield as a whole. It is anticipated that Alternatives 1A/2A (1-lane outside widening) can be accomplished within existing highway right-of-way. In addition, a deceleration lane for the Rt. 199 interchange to the east can be shortened to avoid any diminishment of Redoubt 8's historic integrity. The undertaking, therefore, will not diminish any remaining historic location, setting, feeling, design, materials, workmanship, or association of Redoubt 8.

Williamsburg Battlefield Redoubt 9 (44YO0051): The archaeological remnants of Redoubt 9 are located in the median of I-64 and are important chiefly for information. Alternatives 1A/2A (1-lane outside widening) will not alter any remaining historic integrity of Redoubt 9. However, Alternatives 1B/2B and Alternative 3 (1-lane in each direction inside widening) will result in the destruction of this site, potentially mitigated in part by archaeological data recovery. Alternatives 1B/2B and 3, therefore, will diminish any remaining historic location, design, materials, workmanship, and association of substantially disturbed earthwork.

Colonial Parkway (VDHR No. 047-0002): The undertaking's proposed alternatives (1A/1B, 2A/2B, and 3) will add one through lane in each direction either on the outside of I-64 or in the median. Any of these alternatives will require each of the existing bridges over the Colonial Parkway to be widened by approximately 12 feet to accommodate one lane. Both bridges were constructed in the mid-1960s and are considered non-contributing resources in the Colonial Parkway's NRHP nomination. There is space in the median to accommodate potential widening without effectively creating a "tunnel" over the Colonial Parkway, and there is sufficient right-of-way to accommodate a widening to the outside. For any of the alternatives, the existing bridges (concrete rigid-frame structures, brick clad) can be widened in-kind with compatible design features and brick cladding. The undertaking therefore will alter, but not diminish the historic design, materials, workmanship, setting, or feeling of the NRHP-listed Colonial Parkway, conditioned upon continued consultation with the National Park Service and the Virginia SHPO during the design process.

4430 Cedar Point Lane (VDHR No. 047-5141): This Victorian dwelling is located approximately 600 feet from I-64 and approximately 900 feet from the I-64/Croaker Road interchange. In addition, it is separated from both I-64 and the interchange by a secondary road (Cedar Point Lane, Rt. 609). Given these conditions, none of the undertaking's proposed alternatives likely will alter and certainly not diminish this property's historic setting or feeling should it be considered eligible for the NRHP.

Cold Harbor Battlefield (VA062; VDHR No. 042-5017): The undertaking's proposed improvements to I-64 in the vicinity of this property will consist of one additional through-lane westbound and two additional through-lanes eastbound transitioning to one additional lane east of the Bottoms Bridge Interchange. Though this area is within the ABPP-recommended NRHP boundaries, the core area is located several miles to the northwest. The historic setting and feeling of this portion of the Cold Harbor Battlefield has already been substantially altered and diminished by the existing interstate highway, the modern configuration of Rts. 60 and 249, and modern residential and commercial development. Capacity improvements either to the outside of I-64 or in the median can be accomplished within the existing highway right-of-way and will not further diminish the already diminished historic setting and feeling in this isolated southeastern margin of the battlefield.

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Cedar Knoll (043-0078): The consensus NRHP boundaries for this property are over 200 feet through forest from the existing edge of I-64 eastbound lanes. The Cedar Knoll house itself is more than 500 feet through forest from the existing edge of I-64 eastbound lanes and the dwelling is oriented strongly away from I-64 toward Old Williamsburg Road. Alternatives 1A/2A (2-lane outside widening) will require 24 feet of additional pavement beyond the existing infrastructure, all within existing highway right-of-way and a fraction of the distance from the outer edge of Cedar Knoll's NRHP boundaries. The undertaking, therefore, will not diminish the historic setting and feeling of Cedar Knoll.

Savage's Station Battlefield (VA019; VDHR No. 043-308): The undertaking's capacity improvements for I-64 will require one additional through-lane westbound and one additional lane eastbound (west of the I-295 interchange) transitioning to two additional lanes (east of the I-295 interchange). The undertaking passes irregularly through the ABPP-proposed NRHP boundaries for this property, the setting of which is described by the ABPP as "altered and fragmented, leaving some essential features". The existing setting of the Savage's Station Battlefield is dominated by I-64, I-295, and the expansive interchange of those two highways. The proposed capacity improvements, either in the median or to the outside, will be implemented within existing highway right-of-way and will not further diminish the already substantially diminished historic setting and feeling of the battlefield.

Seven Pines Battlefield (VA014; VDHR No. 043-5081): Like the Savage's Station Battlefield, the ABPP describes the Seven Pines Battlefield as "altered and fragmented, leaving some essential features". The undertaking passes irregularly through the ABPP-proposed NRHP boundaries for this property, the setting and feeling of which has been substantially diminished by the existing interstate highway and adjacent commercial and residential development immediately outside the highway right-of-way. The proposed capacity improvements will require one additional through lane in each direction in this area and this can be accomplished within existing highway right-of-way. Given the level of existing diminishment of historic setting and feeling, none of the alternatives will further diminish any remaining integrity of historic setting or feeling.

Fair Oaks and Darbytown Road Battlefield (VA080; VDHR No. 043-5073): The ABPP-recommended NRHP boundaries for this property are located several miles south of the I-64 study area and the battlefield is generally described by the ABPP as "altered and fragmented, leaving some essential features". Because of the distance of the recommended NRHP boundaries from the undertaking and the degree of existing diminishment of historic setting and feeling, none of the proposed capacity improvements (each requiring one additional lane in each direction within existing highway right-of-way) will further diminish the historic setting or feeling of this battlefield.

Garnett's and Golding's Farms Battlefield (VA018; VDHR No. 043-5273): The ABPP-recommended NRHP boundaries of this property are located considerably north of I-64 and the ABPP otherwise describes this battlefield as "altered and fragmented, leaving some essential features". Because of the distance of the recommended NRHP boundaries from the undertaking and the degree of existing diminishment of historic setting and feeling, none of the proposed capacity improvements (each requiring one additional lane in each direction within existing highway right-of-way) will further diminish the historic setting or feeling of this battlefield.

Chaffin's Farm and New Market Heights Battlefield (VA075; VDHR No. 043-0307): The ABPP-recommended NRHP boundaries for this battlefield are many miles south of I-64. Because of the distance of the recommended NRHP boundaries from the undertaking and the degree of existing diminishment of historic setting and feeling, none of the proposed capacity improvements (each requiring one additional lane in each direction within existing highway right-of-way) will further diminish the historic setting or feeling of this battlefield.

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Chestnut Hill/Plateau Historic District (127-0343): The boundaries of this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the district have been substantially diminished by the existing interstate highway. None of the candidate build alternatives will further alter the historic setting or feeling of this property.

Shockoe Hill Burying Ground (no VDHR Inventory Number): The Shockoe Hill Burying Ground was established in 1816 by the City of Richmond as a cemetery for its African-American population (both enslaved and free) after the burying ground in Shockoe Bottom reached capacity (Clark 2012). Documentary evidence indicates that it was located east/southeast of the Hebrew Cemetery at the edge of Shockoe Hill at the northeast quadrant of 5th and Hospital Streets (prior to the extension of 5th Street in that area). Though there is little documentation concerning its actual use or configuration, it appears that graves may have been located where 5th Street is presently located, under the auto repair shop east of 5th Street, and some distance down the slope towards the I-64 right-of-way and north (down slope) from the Hebrew Cemetery toward Bacon’s Quarter Branch. This area has suffered considerable disturbance by the grading performed for the extension of 5th Street in 1890, by construction of the auto repair shop after 1960, by construction of I-64, and is shown as exposed and severely eroded in a 1936 aerial photograph. In addition a significant amount of fill has been placed between the auto repair shop and the I-64 right-of-way that blocks access to the slope of Shockoe Hill shown as exposed and severely eroded in 1936. VDOT performed auger testing along the western edge of the I-64 right-of-way to determine subsurface conditions at the point where the fill slope transitions to the highway corridor. The results of that investigation are included with this letter (Attachment). Auger testing verified extensive disturbance within the I-64 right-of-way. The testing also documented the likely presence of sulphidic (highly acidic) soils, a potential explanation for the exposed and heavily eroded conditions shown on the 1936 aerial photograph. While no empirical evidence of the Shockoe Hill Burying Ground has been found to date, it is prudent to view the area underneath the fill and around the auto repair shop as an area of archaeological sensitivity where human remains may be, or may once have been located.

It is anticipated that the improvements with all of the candidate build alternatives to I-64 at this location will involve adding additional capacity to both the westbound (two lanes) and eastbound bridges (three lanes). Both structures are rated in “poor” condition and likely will be replaced. To do so, existing westbound traffic likely would be detoured onto a new structure east of the eastbound bridge allowing the current westbound structure to be demolished and replaced with a new bridge within existing highway right-of-way. The specific design of the replacement bridges likely can be adjusted to avoid or minimize further disturbance to graves that are unlikely to remain in-situ within current right-of-way given the extensive disturbance, especially by designing and building the project in such a manner as to maximize use of areas already disturbed and by avoiding impacts to deposits underneath the fill covering the slope of Shockoe Hill. Though no alteration or diminishment of historic location, setting, feeling, design, materials, workmanship, and association can be anticipated at this time based on existing empirical evidence, VDOT will be conducting additional archaeological testing in this area to more conclusively determine if any evidence of the historic property remains and to better define potential design requirements.

Shockoe Hill Cemetery (VDHR No. 127-0389): The boundaries for this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the Shockoe Hill Cemetery toward I-64 (distant by approximately 300 feet) have already been altered by the I-64/I-95 interchange and a 20th-century commercial building (VDHR No. 127-6659 [not NRHP-eligible]). None of the candidate build alternatives will further alter the historic setting or feeling of this property.

Hebrew Cemetery (VDHR No. 127-6166): The boundaries for this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the Hebrew Cemetery toward I-64 are more immediately dominated by 5th Street, the modern 5th Street Bridge, and a 20th-century auto repair shop (VDHR No. 127-6660 [not NRHP-eligible]). None of the candidate build alternatives will further alter the historic setting or feeling of this property.

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February 6, 2013
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Sixth Mount Zion Baptist Church (VDHR No. 127-0472): The boundaries of this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the Sixth Mount Zion Baptist Church is already substantially diminished by the existing interstate highway. None of the candidate build alternatives will further alter the historic setting or feeling of this property.

St. Luke Building (VDHR No. 127-0352): The boundaries of this NRHP-listed property are outside of the limits for all the candidate build alternatives. Further, the historic setting and feeling of the St. Luke Building is already substantially diminished by the existing interstate highway. None of the candidate build alternatives will further alter the historic setting or feeling of this property.

Jackson Ward Historic District and Expansions (VDHR No. 127-0237): The boundaries of this NRHP-listed property are outside of the limits for the candidate build alternatives. Further, the historic setting and feeling of the district are already substantially diminished by existing I-64 and I-95. None of the candidate build alternatives will further alter the historic setting or feeling of this property.

Effect Determination

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and 36 CFR 800, VDOT has applied the criteria of adverse effect to the undertaking. (See below Summary Table).

Property Name	VDHR No.	Alteration/Diminishment
Yorktown Battlefield, Including Dam No. 1	VA009; 099-5283;	Alteration without Diminishment
Yorktown Battlefield, Including Lee’s Mill	VA009; 099-5283	Alteration without Diminishment
Williamsburg Battlefield	VA010; 099-5282	Alteration without Diminishment
Williamsburg Battlefield Redoubt 8	44YO0050	Alteration without Diminishment
Williamsburg Battlefield Redoubt 9	44YO0051	Alteration with Diminishment
Colonial Parkway	047-0002	Alteration without Diminishment
4430 Cedar Point Lane	047-5141	Alteration without Diminishment
Cold Harbor Battlefield	VA062; 042-5017	Alteration without Diminishment
Cedar Knoll	043-0078	Alteration without Diminishment
Savage’s Station Battlefield	VA019; 043-308	Alteration without Diminishment
Seven Pines Battlefield	VA014; 043-5081	Alteration without Diminishment
Fair Oaks and Darbytown Road Battlefield	VA080; 043-5073	Alteration without Diminishment
Garnett’s and Golding’s Farms Battlefield	VA018; 043-5273	Alteration without Diminishment
Chaffin’s Farm and New Market Heights Battlefield	VA075; 043-0307	Alteration without Diminishment
Chestnut Hill/Plateau Historic District	127-0343	No Alteration
Shockoe Hill Burying Ground	No VDHR Inventory Number	To Be Determined
Shockoe Hill Cemetery	127-0389	No Alteration
Hebrew Cemetery	127-6166	No Alteration
Sixth Mount Zion Baptist Church	127-0472	No Alteration
St. Luke Building	127-0352	No Alteration
Jackson Ward Historic District and Expansions	127-0237	No Alteration
NRHP-Eligible Archaeological Properties	To Be Determined	Alteration with Diminishment


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APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

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As defined in 36 CFR 800.16(i) an effect is an “alteration to the characteristics of an historic property qualifying it for inclusion in or eligibility for the National Register.” The effect is adverse when the alteration results in a diminishment of the property’s integrity of location, design, setting, materials, workmanship, feeling, or association (36 CFR 800.5(a)(1)). VDOT has determined that the undertaking as a whole will have an adverse effect on historic properties, specifically due to the possible removal of the archaeological remnants of Redoubt 9 (Williamsburg Battlefield; 44YO0051) and the diminishment of historic location, materials, and association to significant archaeological sites in the corridor that have yet to be identified. In addition, the undertaking will alter, but not diminish the historic setting and feeling of certain other historic properties discussed in this letter. VDOT believes that all effects on historic properties can be resolved through development and execution of a Programmatic Agreement for this undertaking in consultation with your office and other consulting parties. VDOT invites you to concur with this determination.

Sincerely yours,



Antony F. Opperman
Preservation Program Manager

Attachments:
Alternative Build Alternatives
Auger Testing Memorandum

Reference Cited:
Clark, Sarah M.
2012 Slave and Free Black Burying Ground. In *Archaeological Potential Assessment of the Interstate 64 Peninsula Study from Interstate 664 in Hampton to Interstate 95 in Richmond, Virginia*, by Mike Klein, Marco A. Gonzalez, and Michael L. Carmody. Prepared by Dovetail Cultural Resource Group for the Virginia Department of Transportation and McCormick Taylor, Inc.

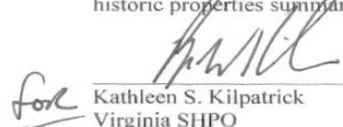
cc: Tom Flynn, City of Richmond; David Ruth and Bob Krick, NPS Richmond National Battlefield Park; Dan Smith, NPS Colonial National Historical Park; Tanya Gossett, NPS American Battlefield Protection Program; Paul Holt and Allen Murphy, James City County; James McReynolds, York County; Kelli L. Z. Le Duc, New Kent County; Mark Duncan, Colonial Williamsburg Foundation; Josh Gillespie, Fort Monroe Authority; Neale Wright, Cedar Knoll Property Owner

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CONCURRENCE:

The Virginia State Historic Preservation Officer (SHPO) hereby concurs with VDOT’s finding that the Candidate Build Alternatives for capacity improvements to I-64 (VDOT UPC No. 92212; VDHR No. 2008-1573), as described above, will have an adverse effect on historic properties. The adverse effect is due specifically to the possible removal of the archaeological remnants of Redoubt 9 (Williamsburg Battlefield; 44YO0051) and the diminishment of historic location, materials, and association to significant archaeological sites in the corridor that have yet to be identified. The SHPO also concurs with VDOT’s findings concerning the undertaking’s potential to alter and/or diminish the integrity of the other identified historic properties summarized in the previous table.



Kathleen S. Kilpatrick
Virginia SHPO

3/8/13
Date

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APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Page 1 of 3

Coleman, Kelly S.

From: Harris, Ron [reharris@nngov.com]
Sent: Friday, April 12, 2013 8:34 AM
To: Smizik, Scott (VDOT)
Cc: Morris, Dave; Rich, Andrew
Subject: RE: I-64 widening study; Lee Hall reservoir

Thanks for the update Scott-

We appreciate the opportunity to provide VDOT with our concerns during your planning and impact-study phase. The I-64 widening project will cross Lee Hall reservoir (LHR) and the major tributaries of Lebanon and Curtis Run. As you are aware, LHR is one of two terminal drinking water reservoirs serving most of the lower Peninsula. Our terminal reservoirs store and supply water directly to the drinking water treatment plants (WTPs). The tributaries supply natural flows and serve as conduits for water transferred to the terminal reservoirs from our western storage reservoirs and/or the Chickahominy River. During the summer and fall seasons, a high percentage of the water stored in LHR is provided via transfers that use these tributaries. The hydraulic retention time in LHR ranges from 3 to 5 weeks depending on demand at the WTP.

Protection of both the tributaries and LHR from sedimentation and runoff associated with the construction activities is our primary concern, especially given the duration of construction for complex transportation projects. We realize that it is difficult to design and implement fool-proof protections but we are recommending you consider designing for the highest possible storm intensity based on the sensitivity of the receiving waters. Adequate inspection will also be key to ensuring that construction activities do not result in turbidity or sedimentation issues. We would expect that the erosion and sediment control measures include booms capable of containing turbid runoff should the land-based measures fail, or prove inadequate. We may also want to consider a bathymetric survey for some portions of the reservoir to document depth (for boom deployment) and sediment thickness prior to construction. Fuel storage and handling for construction equipment will need to consider proximity to the reservoir and we would suggest that fuel related activities be limited to areas outside of the LHR watershed. Note also that the Jones Run crossing and basin east of the Fort Eustis Blvd I-64 interchange is diverted to below the LHR dam.

In addition to our concerns during construction, we would like to offer our reservoir modeling data for your use during design of the crossing(s). In response to new VA dam safety regulations and as part of our climate-ready preparedness we are completing our final designs for major upgrades to our LHR dam and spillways. We have evaluated the probable maximum flood (PMF) and other flood flows for our current and future dam/spillway configurations. We can also provide an estimated schedule for bidding and construction of the dam project. In summary, pending regulatory permit approval, LHR will be operated as a single reservoir pool following the upgrades. Currently we have a lower pool south of the CSX tracks, and a higher pool north of the CSX tracks including the I-64 corridor. Our modeling includes reservoir level predictions over a range of potential flood flows, using improved methodology for our watershed characteristics.

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Lastly, it is our preference that the crossing of LHR be designed to take advantage of the existing median areas in lieu of adding embankment areas to accommodate the new lanes. This will minimize impacts to our shoreline and near-shore habitat areas. We hope this information is helpful as you continue with the planning and design of this important project.

Ron Harris, PG
Chief of Water Resources

Newport News Waterworks
Quality. Reliability. Community.

757.926.1097
757.504.7535 cell
757.926.1168 fax

From: Smizik, Scott (VDOT) [mailto:Scott.Smizik@vdot.virginia.gov]
Sent: Thursday, April 11, 2013 8:34 AM
To: Harris, Ron
Cc: Morris, Dave; Rich, Andrew
Subject: RE: I-64 widening study; Lee Hall reservoir
Importance: High

Good morning Ron -

Thanks for your email. We are under a bit of a time crunch right now, so an email would be great. If you would like to follow up with a letter, that is fine. We greatly appreciate you taking the time to review and provide comments.

As you may be aware, the Draft EIS was made available for public review from November 2, 2012 through January 7, 2013. The City of Newport News provided formal comment on the project during that time; however, the U.S. Army Corps of Engineers and Environmental Protection Agency provided comment asking us to see specific comments from the Newport News reservoir. This led us to reach out to your team.

We are currently responding to comments and drafting the Final EIS. We anticipate having a Final EIS available for public review by the end of this year. For more information on the project, you may want to check out the project web site at: http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp.

Thank you again for your assistance in this process. If you have any questions or require additional information, please do not hesitate to call or email.

Scott Smizik
Location Studies Project Manager
Virginia Department of Transportation
Environmental Division
1401 East Broad Street
Richmond, Virginia 23219
Voice: (804) 371-4082
Cell: (804) 338-7083
Fax: (804) 786-7401
Scott.Smizik@VDOT.Virginia.gov

4/17/2013

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Page 3 of 3

From: Harris, Ron [<mailto:reharris@nngov.com>]
Sent: Wednesday, April 10, 2013 4:06 PM
To: Smizik, Scott (VDOT)
Cc: Morris, Dave; Rich, Andrew
Subject: I-64 widening study; Lee Hall reservoir

Scott-

Andrew Rich relayed a message that VDOT is doing some planning work related to widening of I-64, including the crossing of our drinking water reservoir at primary tributary in Lee Hall. We would like to provide you with some planning-level information and considerations to make sure that you are aware of the relatively unique nature of this portion of this reach of the interstate. This would include our plans for upgrading our outlet works for the reservoir that will have some bearing on the normal and flood stage levels in the reservoir.

Would you prefer a letter from Waterworks, or is an email adequate for our response? We were also curious where you are with the scoping and evaluations that would be part of the EIS process for this work. Thanks again the opportunity to coordinate with VDOT on this important project.

Ron Harris, PG
Chief of Water Resources

Newport News Waterworks
[Quality. Reliability. Community.](#)

757.926.1097
757.504.7535 cell
757.926.1168 fax

4/17/2013

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

April 17, 2013

Mr. James Wilson
Director
City of Hampton Parks and Recreation
Bluebird Gap Farm
22 Lincoln Street, 5th Floor
Hampton, Virginia 23669

SUBJECT: Interstate 64 Peninsula Study: Section 4(f) & *De Minimis* Impact
Determination
Project Number: 0064-M11-002, P101; UPC: 92212
Counties of Henrico, James City, New Kent, and York, Cities of
Richmond, Newport News, and Hampton

Dear Mr. Wilson:

As you know, the Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting the Interstate 64 Peninsula Study to evaluate improvements to the Interstate 64 (I-64) corridor in the counties of Henrico, James City, New Kent, and York, and the cities of Richmond, Newport News, and Hampton. A project location map is enclosed.

Specifically, the study is evaluating widening alternatives along 75 miles of I-64, from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton. Alternatives under consideration include widening the existing road corridor to the outside and/or inside, as well as implementing toll lanes and/or managed lanes options. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding the needed lanes within the existing VDOT right of way, to the greatest extent practicable.

Despite these efforts, it is anticipated that the roadway improvements would result in a minor use of Bluebird Gap Farm, which is a property subject to Section 4(f) of the Department of Transportation Act of 1966, as amended. The proposed project alternatives would require increasing the width of existing right of way by up to 110 feet along the section of I-64 which borders Bluebird Gap Farm.

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Wilson
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As shown in the enclosed detail map prepared for your reference, the estimated right of way needed from Bluebird Gap Farm ranges from approximately 3.00 to 7.42 acres. A definitive calculation of areas needed for temporary and permanent uses will be completed when more detailed design information is available.

Under Section 4(f) of the Department of Transportation Act of 1966, as amended, FHWA may approve a transportation project requiring the use of public parks, recreation areas, wildlife and/or waterfowl refuges, and historic sites only if: (1) there is no prudent and feasible alternative to using that land; and (2) the project includes all possible planning to minimize harm to the park or historic site resulting from the use; or the project will have a *de minimis* impact on the resource.

In order for FHWA to make a finding of *de minimis* impact for publicly owned parks and recreational areas, the following must be demonstrated:

1. The proposed use of the property must not adversely affect the activities, features, or attributes of the resource.
2. There must be public notice and opportunity for public review and comment. VDOT has offered the public an opportunity to review and comment on the effects of the project on the park's activities, features, and attributes at the Draft Environmental Impact Statement (EIS) level. This was accomplished through a published public notice and review period consistent with federal guidelines. Substantive public comments received on the Draft EIS and the Department's responses will also be made available for review as part of the Final EIS.
3. Officials with jurisdiction over the park or recreational area must concur that the project will not adversely affect the activities, features, and attributes of the resource.

The Draft EIS was published on November 2, 2012 and made available for agency and public comment. Public hearings were held on December 11-13, 2012. VDOT and FHWA did not receive any comments related to Section 4(f) issues at the park.

Based on the information compiled in this study and the substantive public comments received during public review of the Draft EIS, VDOT and FHWA believe the proposed project, which would use property from the Bluebird Gap Farm, would not adversely affect the activities, features, and attributes of the park and request that the City of Hampton Parks and Recreation concur with this determination using the signature block at the end of this letter. If the City of Hampton Parks and Recreation concurs with this determination, it is FHWA's intent to make a Section 4(f) finding of *de minimis impact* for the Bluebird Gap Farm.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Wilson
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If you concur with our assessment, please return the signed concurrence block to me by email (Scott.Smizik@vdot.virginia.gov) or fax (804-786-7401) at your earliest convenience, but no later than May 17, 2013. If you have any questions or need additional information, please call me at 804-371-4082. I appreciate your assistance and prompt attention to this matter.

Sincerely,



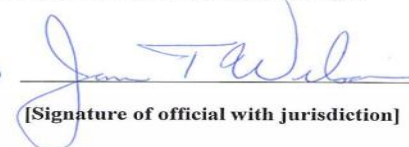
Scott Smizik, AICP
Project Manager

copy: John Simkins, FHWA

Enclosures

CITY OF HAMPTON PARKS AND RECREATION CONCURRENCE WITH FHWA SECTION 4(f) APPLICABILITY CRITERIA FOR *DE MINIMIS* IMPACTS ON BLUEBIRD GAP FARM

For the proposed construction of the Interstate 64 Peninsula Study, which involves widening Interstate 64 from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton; the City of Hampton Parks and Recreation has determined that based upon current design information and the commitment on the part of the Virginia Department of Transportation (VDOT) to minimize disturbance within the park, impacts to the Bluebird Gap Farm property that could be expected to result from the project would not adversely affect activities, features, and attributes of the park. The City of Hampton Parks and Recreation hereby acknowledges that VDOT has provided notice and opportunity for public review and comment, consistent with federal guidelines. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. This concurrence is provided with the understanding that further design information is to be provided to the City of Hampton Parks and Recreation by VDOT during project development. Furthermore, additional consultation between the City of Hampton Parks and Recreation and VDOT will ensure that prior to granting any temporary or permanent property interests, harm to park property by the proposed project would be minimized and that the conditions upon which this concurrence is based have not changed.

5-7-13 
[Date] [Signature of official with jurisdiction]

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

April 17, 2013

Mr. Andy Lunsford
Park Operations Superintendent
City of Newport News
Department of Parks, Recreation & Tourism
Newport News Park
13560 Jefferson Avenue
Newport News, VA 23603

SUBJECT: Interstate 64 Peninsula Study: Section 4(f) & *De Minimis* Impact Determination
Project Number: 0064-M11-002, P101; UPC: 92212
Counties of Henrico, James City, New Kent, and York, Cities of Richmond, Newport News, and Hampton

Dear Mr. Lunsford:

As you know, the Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting the Interstate 64 Peninsula Study to evaluate improvements to the Interstate 64 (I-64) corridor in the counties of Henrico, James City, New Kent, and York, and the cities of Richmond, Newport News, and Hampton. A project location map is enclosed.

Specifically, the study is evaluating widening alternatives along 75 miles of I-64, from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton. Alternatives under consideration include widening the existing road corridor to the outside and/or inside, as well as implementing toll lanes and/or managed lanes options. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding the needed lanes within the existing VDOT right of way, to the greatest extent practicable.

Despite these efforts, it is anticipated that the roadway improvements would result in a minor use of Newport News Park, which is a property subject to Section 4(f) of the Department of Transportation Act of 1966, as amended. The proposed project alternatives would require increasing the width of existing right of way by up to 150 feet

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Lunsford
p. 2 of 4

along the mainline of I-64 and an additional 75 to 320 feet at different locations within the Fort Eustis Boulevard interchange area. As shown in the enclosed detail map prepared for your reference, the estimated right of way necessary for the project is approximately 27 acres, which includes area from the Newport News Park and Lee Hall Reservoir. A definitive calculation of areas needed for temporary and permanent uses will be completed when more detailed design information is available.

Under Section 4(f) of the Department of Transportation Act of 1966, as amended, FHWA may approve a transportation project requiring the use of public parks, recreation areas, wildlife and/or waterfowl refuges, and historic sites only if: (1) there is no prudent and feasible alternative to using that land; and (2) the project includes all possible planning to minimize harm to the park or historic site resulting from the use; or the project will have a *de minimis* impact on the resource.

In order for FHWA to make a finding of *de minimis* impact for publicly owned parks and recreational areas, the following must be demonstrated:

1. The proposed use of the property must not adversely affect the activities, features, or attributes of the resource.
2. There must be public notice and opportunity for public review and comment. VDOT has offered the public an opportunity to review and comment on the effects of the project on the park's activities, features, and attributes at the Draft Environmental Impact Statement (EIS) level. This was accomplished through a published public notice and review period consistent with federal guidelines. Substantive public comments received on the Draft EIS and the Department's responses will also be made available for review as part of the Final EIS.
3. Officials with jurisdiction over the park or recreational area must concur that the project will not adversely affect the activities, features, and attributes of the resource.

The Draft EIS was published on November 2, 2012 and made available for agency and public comment. Public hearings were held on December 11-13, 2012. VDOT and FHWA did not receive any comments related to Section 4(f) issues at the park.

Based on the information compiled in this study and the substantive public comments received during public review of the Draft EIS, VDOT and FHWA believe the proposed project, which would use property from the Newport News Park, would not adversely affect the activities, features, and attributes of the park and request that the City of Newport News Department of Parks, Recreation & Tourism concur with this determination using the signature block at the end of this letter. If the City of Newport News Department of Parks, Recreation & Tourism concurs with this determination, it is FHWA's intent to make a Section 4(f) finding of *de minimis impact* for the Newport News Park.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Lundsford
p. 3 of 4

If you concur with our assessment, please return the signed concurrence block to me by email (Scott.Smizik@vdot.virginia.gov) or fax (804-786-7401) at your earliest convenience, but no later than May 17, 2013. If you have any questions or need additional information, please call me at 804-371-4082. I appreciate your assistance and prompt attention to this matter.

Sincerely,



Scott Smizik, AICP
Project Manager

copy: John Simkins, FHWA

Enclosures

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

City of Newport News

Virginia

Department of

Parks, Recreation, and Tourism

May 8, 2013

RECEIVED

MAY 13 2013

ENVIRONMENTAL DIVISION

Mr. Scott Smizik, AICP

Project Manager

Virginia Department of Transportation

1401 East Broad Street

Richmond, Virginia 23219-2000

Dear Mr. Smizik:

Please consider this correspondence regarding the improvements to the Interstate 64 corridor in the vicinity of Newport News City Park. Our mission is to provide quality recreational opportunities to the citizens and visitors of Newport News. We understand the need for the improvements of the interstate, but with the park annual visitation estimated over 1 million people, we are concerned with the overall impact these improvements may have on recreational opportunities. The area of most concern to us is the potential land take of 2.31 acres near the intersection of Ft. Eustis Boulevard (Route 105) and Jefferson Avenue (Route 143). We currently have a large marquee sign at that intersection where we post park events and announcements. In addition, we use that area behind the sign for special event traffic and parking, and that area is also the location of our disc golf course. While the other land take areas of the project may affect some recreational opportunities, this 2.31 acres may create the largest interruption to park visitation and activities.

If you are not aware, the north side of the Lee Hall Reservoir is the location of our 188 site campground. While it does not appear the project will impact the campground, trails or other facilities located on the north side of the reservoir; we want to ensure the fishing and boating opportunities on the reservoir are not reduced (i.e. bridge crossings, boat ramps, parking, and our floating docks).

If the project does evolve, we look forward to working with VDOT to minimize any potential impacts on Newport News Park and watershed property.

Sincerely,

Andy Lunsford

Park Operations Superintendent

SAL:al

Newport News Park • 13560 Jefferson Avenue • Newport News, VA 23603 • (757) 886-7912, FAX 886-7981

CITY OF NEWPORT NEWS DEPARTMENT OF PARKS, RECREATION & TOURISM CONCURRENCE WITH FHWA SECTION 4(f) APPLICABILITY CRITERIA FOR *DE MINIMIS* IMPACTS ON THE NEWPORT NEWS PARK

For the proposed construction of the Interstate 64 Peninsula Study, which involves widening Interstate 64 from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton; the City of Newport News Department of Parks, Recreation & Tourism has determined that based upon current design information and the commitment on the part of the Virginia Department of Transportation (VDOT) to minimize disturbance within the park, impacts to the Newport News Park property that could be expected to result from the project would not adversely affect activities, features, and attributes of the park. The City of Newport News Department of Parks, Recreation & Tourism hereby acknowledges that VDOT has provided notice and opportunity for public review and comment, consistent with federal guidelines. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. This concurrence is provided with the understanding that further design information is to be provided to the City of Newport News Department of Parks, Recreation & Tourism by VDOT during project development. Furthermore, additional consultation between the City of Newport News Department of Parks, Recreation & Tourism and VDOT will ensure that prior to granting any temporary or permanent property interests, harm to park property by the proposed project would be minimized and that the conditions upon which this concurrence is based have not changed.


5/8/13

[Date]

[Signature of official with jurisdiction]

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APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

April 17, 2013

Mr. Daniel Smith
Superintendent
National Park Service
Colonial National Historical Park
P.O. Box 210
Yorktown, Virginia 23690

SUBJECT: Interstate 64 Peninsula Study: Section 4(f) & *De Minimis* Impact Determination
Project Number: 0064-M11-002, P101; UPC: 92212
Counties of Henrico, James City, New Kent, and York, Cities of Richmond, Newport News, and Hampton

Dear Mr. Smith:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting the Interstate 64 Peninsula Study to evaluate improvements to the Interstate 64 (I-64) corridor in the counties of Henrico, James City, New Kent, and York, and the cities of Richmond, Newport News, and Hampton. A project location map is enclosed.

As a cooperating agency in the preparation of the Environmental Impact Statement (EIS) that is being prepared for this project, the National Park Service has been invited to attend public meetings held for the project and to provide comments on the Draft EIS. In addition, representatives from VDOT met with your staff and NPS staff at Richmond National Battlefield Park in April 2012.

As you know, the EIS evaluates widening alternatives along 75 miles of I-64, from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton. Alternatives under consideration include widening the existing road corridor to the outside and/or inside, as well as implementing toll lanes and/or managed lanes options. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding the needed lanes within the existing VDOT right of way, to the greatest extent practicable.

During previous consultation with your office, there was some uncertainty expressed by both VDOT and the National Park Service as to the official ownership of the land surrounding the I-64 crossing of the Colonial Parkway and the Colonial National Historical Park (NHP). Based on this

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Smith
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uncertainty, the Draft EIS identified the Colonial Parkway and Colonial NHP as properties subject to Section 4(f) of the Department of Transportation Act of 1966, as amended. Upon further review, we have identified the enclosed Highway Deed which describes and illustrates right of way granted to VDOT over and surrounding the Colonial Parkway and Colonial NHP. Based on this document, we believe that the proposed roadway improvements along that corridor would fall within VDOT right of way, thereby avoiding a Section 4(f) use of both the Colonial Parkway and Colonial NHP. The enclosed figure illustrates the project location in relation to the defined right of way described in the Highway Deed.


As you know, the Draft EIS was published on November 2, 2012 and made available for agency and public comment. Public hearings were held on December 11-13, 2012. VDOT and FHWA did not receive any comments related to Section 4(f) issues at Colonial Parkway and/or Colonial NHP.

The Final EIS is currently being prepared and the Section 4(f) Chapter will be revised to reflect that the potential roadway improvements near the Colonial Parkway and Colonial NHP would not represent a Section 4(f) use.

In addition to completing consultation under Section 4(f), VDOT is drafting a Programmatic Agreement (PA), in consultation with the Virginia Department of Historic Resources, outlining treatment measures for impacts on historic properties. As discussed in previous meetings with your office, the National Park Service will be invited to be a signatory to the PA. The PA will make commitments to preserving the appearance of the Colonial Parkway and the I-64 bridges that pass over it, as well as conducting all necessary archaeological work. As the PA is developed, we will consult with your office to ensure these items are adequately addressed. The Final EIS will include a copy of the PA.

We look forward to working with your agency on the PA in the upcoming months. If you have any questions or need additional information, please contact me by phone (804-371-4082) or email (Scott.Smizik@vdot.virginia.gov). I appreciate your assistance and participation on this matter.

Sincerely,


Scott Smizik, AICP
Project Manager

copy: John Simkins, FHWA
Dorothy Geyer, NPS (via email)
Steven Williams, NPS (via email)
Jonathan Connolly, NPS (via email)

Enclosures

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

HIGHWAY DEED

THIS DEED, made this 22nd day of November 199 1, by and between the UNITED STATES OF AMERICA, acting by and through the DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, hereinafter referred to as the DEPARTMENT OF VIRGINIA, and the STATE OF VIRGINIA FOR THE USE OF THE DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the STATE:

WITNESSETH

WHEREAS, the STATE has filed application with the DEPARTMENT under the provisions of Title 23, United States Code, Section 317 for the transfer to the STATE of certain perpetual easements and rights-of-way over certain lands hereinafter described, located in the Counties of York and James City, State of Virginia, under the control of the United States Department of the Interior, National Park Service; and

WHEREAS, the Federal Highway Administrator has determined that the lands and interests in lands covered by the application are reasonably necessary for right-of-way in connection with the construction and/or maintenance of various Routes as shown on attached plats.

WHEREAS, such transfer is further authorized under the provisions of the Department of Transportation Act, approved October 15, 1966 (Section 6 (a) (1) (A), 80 Stat. 937); and

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OW, THEREFORE, the DEPARTMENT as authorized by law, and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted Programs of the Department of Transportation, pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. Sections 2000d-2000d-4), does hereby appropriate, remise, release, quitclaim and transfer unto the STATE a perpetual easement and right-of-way for highway purposes in and upon the land described in Exhibit A and shown on Exhibits B, C, D, E, F, G, H, and I all attached hereto and made parts thereof.

I DO HAVE AND TO HOLD the above-described easement and right-of-way unto the STATE for so long a time as such is needed for highway purposes upon the express condition that if, at any time, the need for highway purposes shall no longer exist, notice of the fact shall be given by the STATE to the DEPARTMENT and such land shall immediately revert to the United States of America and to the control of the United States Department of the Interior, National Park Service as such control existed prior to the execution of this instrument; subject, however, to the following covenants, conditions, restrictions and

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reservations herein contained as follows, which shall remain in effect for the period during which said road and structures thereon are used for purposes. The STATE, in consideration of the conveyance of said land, does hereby covenant and agree as a covenant running with the land, for itself, its successors and assigns, that (a) no person shall, on the grounds of race, color, religion, sex, age, or natural origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under the land hereby conveyed; and (b) that the STATE shall use the said land so conveyed in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted Programs of the Department of Transportation, in effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

IN WITNESS WHEREOF, I, Francis J. Locke, Regional Counsel, pursuant to delegations of authority from the Secretary of Transportation, the Federal Highway Administration, the Chief Counsel, Federal Highway Administration and

the Regional Federal Highway Administration, by virtue of authority in me vested by Law, have hereunto subscribed my name as of the day, month and year first above written.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BY: Francis J. Locke
Francis J. Locke
Regional Counsel

WITNESS Lanone Hicks
WITNESS Elizabeth A. Smith

STATE OF MARYLAND,
COUNTY OF Harford
I, Jo Ann B. Leizer, a Notary Public in and for the State and County aforesaid, do hereby certify that on the 22nd day of November, 19 91, before me personally appeared Francis J. Locke, being to me personally well known and known by me to be the Regional Counsel, Federal Highway Administration, and he acknowledged that the foregoing instrument bearing date of November 22, 19 91, was executed by him in his official capacity and by authority in him vested by law, for the purposes and intents in said instrument described and set forth, and he acknowledged the same to be his act and deed as Regional Counsel, Federal Highway Administration. Witness my hand and seal this 23 day of November, 19 91.

(SEAL)

Jo Ann B. Leizer
Notary Public

My Commission expires July 1, 1993.

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In compliance with the conditions set forth in the foregoing deed, the STATE OF VIRGINIA, DEPARTMENT OF TRANSPORTATION, certifies and, by the acceptance of this deed, accepts the right-of-way over certain land herein described and agrees for itself, its successors and assigns forever to abide by the conditions set forth in said deed.

STATE OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

WITNESS James B. Nease

BY: Ray D. Pethtel
Ray D. Pethtel
Commonwealth Transportation Commissioner

WITNESS _____

STATE OF VIRGINIA

CITY OF RICHMOND

I, James E. Coleman, III, Notary Public in and for said State, hereby certify that Ray D. Pethtel, whose name is signed to the foregoing conveyance and who is known to me, acknowledged before me on this day that, being informed of the contents of the conveyance, he in his capacity as such Commonwealth Transportation Commissioner executed the same voluntarily on this day. Given under my hand and seal of office this 23rd day of December, 19 91.

(SEAL)

James E. Coleman, III
Notary Public

My Commission expires June 30, 1994.

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Exhibit A

DEED DESCRIPTIONS

The following legal descriptions apply to VDOT roadways existing on lands within Colonial National Historical Park. A brief description of location precedes each.

VDOT is requested to insert the new road numbering system in those parcels describing roads in the Yorktown vicinity as these were done before road numbers changed.

It is believed that parcel 3 is in James City County and the other parcels are in York County however VDOT is cautioned to check this placement.

Parcel 1

The following describes a right-of-way for an existing highway complex to include bridges, entry and exit ramps, roads and incidental drainage for highway purposes for State Route 143 where said highway crosses Colonial National Historical Park.

The right-of-way for the highway complex shall be as follows. Starting at a Park concrete boundary marker, said marker being on the northern boundary line of the Colonial Parkway, thence following the boundary line in a westerly direction as it curves through the arc chord S 63° 42' 37" W for a distance of 212.27 feet to a true point of beginning. From said true point of beginning, thence following the curve of the northern Park boundary line through the arc chord S 80° 32' 36" W for a distance of 203.96 feet and crossing over State Route 143, thence S 13° 01' 59" E for a distance of 245.23 feet, thence S 32° 04' 36" E for a distance of 203.96 feet, thence S 20° 46' E for a distance of 73 feet, thence following the curve of the southern Park boundary line as it curves through the arc chord N 77° 45' 51" E for a distance of 161.79 feet, thence N 11° 45' 36" W for a distance of 351.33 feet, thence N 28° 56' 57" W for a distance of 154.57 feet and ending as the line returns to the true point of beginning.

Parcel 2

This right-of-way is for highway purposes for Interstate 64 and includes two overpasses over the Colonial Parkway, two overpasses over an adjacent service road, the connecting highways and the drainage needed for all highways and associated structures. The right-of-way for the highway complex shall be as follows.

Starting at a Park concrete boundary marker number 250 located on the norther boundary line of the Colonial Parkway, thence S 45° 28' 49" W for a distance of 549.24 feet to a true point of beginning. From said true point of beginning, thence S 56° 41' 24" E for a distance of 112.43 feet, thence S 43° 11' 40" E for a distance of 250 feet, thence S 29° 42' 06" E for a distance of 154.44 feet, thence following the curve of the

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southern boundary line along a chord bearing of S 63° 19' 06" W for a distance of 343.61 feet, thence N 41° 47' 42" W for a distance of 559.73 feet, thence following the curve of the northern boundary line along a chord bearing of 71° 12' 46" E for a distance of 357.51 feet and ending as the line returns to the point of beginning.

Parcel 3

The right-of-way for highway purposes for State Route 199 in James City County. The highway complex shall include entry and exit ramps, roads, bridges and all associated drainage needed for highway purposes within the rights-of-way herein described.

Parcel 3A Starting at a true point of beginning, said point being Park boundary marker number 18 located on the eastern boundary line and further described as being 530 feet, more or less, from the southeastern pavement edge of State Route 199. Thence from said true point of beginning, N 12° 14' 26" W for a distance of 999.49 feet, thence S 79° 35' 40" W for a distance of 181.47 feet, thence S 19° 18' 48" E for a distance of 374.43 feet, thence S 77° 26' 03" W for a distance of 367.00 feet to a point herein designated as Point A, thence S 12° 33' 57" E for a distance of 315.52 feet, thence S 19° 36' 20" W for a distance of 262.28 feet, thence S 85° 41' 30" E for a distance of 145.94 feet, thence N 80° 38' 18" E for a distance of 370.38 feet, thence S 8° 12' 11" E for a distance of 180.00 feet, thence N 77° 45' 34" E for a distance of 141.74 feet, thence N 12° 14' 26" W for a distance of 146.41 feet to the point of beginning and containing 9.13 acres, more or less.

Parcel 3B Beginning at Point A, as located above, thence N 12° 33' 57" W for a distance of 109.53 feet, thence N 16° 22' 01" W for a distance of 243.78 feet, thence N 74° 13' 03" E for a distance of 264.70 feet, thence N 24° 22' W for a distance of 198.68 feet, thence N 65° 31' 17" E for a distance of 74.03 feet, thence S 24° 22' E for a distance of 210.00 feet, thence S 19° 18' 48" E for a distance of 374.43 feet, thence S 77° 26' 03" W for a distance of 367.00 feet to the point of beginning and containing 3.32 acres, more or less.

Parcel 4

Parcel 4A describes a section of State Route 1001 known locally as Ballard Street in Yorktown, Virginia starting at the intersection of Main Street and extending in a southerly direction. The described area is 20.08 feet wide and does not exceed the paved roadway.

Starting at a Park boundary monument number 14, said monument being located near the northwest corner of Read and Main Street in Yorktown, Virginia and said monument also being herein designated as Point A. Thence, from Point A, S 1° 33' 25" W for a distance of 31.36 feet to the center of the intersection of Read Street and Main Street, thence and following the centerline of Main Street, N 53° 47' 30" W for a distance of 595.22 feet to

the center of the intersection of Main Street and Ballard Street, thence S 81° 12' 30" W for a distance of 14.20 feet to a true point of beginning. Thence, from said true point of beginning, S 53° 47' 30" E for a distance of 20.08 feet, thence S 41° 12' 30" W for a distance of 495.00 feet, thence N 53° 47' 30" W for a distance of 20.08 feet, thence N 41° 12' 30" E for a distance of 495.00 feet and ending at the true point of beginning.

Parcel 4B describes a section of State Route 1001 known locally as Ballard Street in Yorktown, Virginia starting just west of Read Street and extending to Five Points. This strip averages 42 feet in width including a ten foot strip on both sides of the Ballard Street paving.

Starting at Point A as identified above, thence S 11° 26' 48" W for a distance of 31.36 feet, thence S 41° 52' 30" W for 1,119.53 feet, thence along a chord bearing of S 42° 38' 55" E for a distance of 28.00 feet to a true point of beginning. From said true point of beginning, thence N 49° 35' 29" E for a distance of 21.00 feet, thence along a chord bearing of S 41° 34' 31" E for a distance of 48.53 feet, thence along a chord bearing of S 41° 59' 31" E for a distance of 53.85 feet, thence S 39° 34' 30" E for a distance of 86.33 feet, thence along the chord bearing of S 38° 03' 00" E for a distance of 306.12 feet, thence S 36° 31' 30" E for a distance of 332.01 feet, thence along a chord bearing of S 28° 08' 05" E for a distance of 245.88 feet, thence S 70° 15' 21" W for a distance of 10.00 feet, thence S 1° 19' 36" W for a distance of 68.18 feet, thence S 74° 46' 30" W for a distance of 10.00 feet, thence along a chord bearing of N 25° 52' 30" W for a distance of 296.48 feet, thence N 36° 31' 30" W for a distance of 332.01 feet, thence along a chord bearing of N 38° 03' 00" W for a distance of 303.85 feet, thence N 39° 34' 30" W for a distance of 86.33 feet, thence along a chord bearing of N 41° 59' 31" W for a distance of 50.32 feet, thence along a chord bearing of N 40° 14' 31" W for a distance of 107.22 feet, thence N 36° 04' 31" W for a distance of 21.00 feet, thence N 41° 21' 55" E for a distance of 21.48 feet, thence S 36° 04' 31" E for a distance of 25.68 feet, thence along a chord bearing of S 38° 14' 32" E for a distance of 54.17 feet and ending at the true point of beginning.

Parcel 5

Parcel 5A Describes a variable strip of land on Park property along the northern side of State Route 238 between the entrance to the United States Coast Guard Reserve Training Center and Cornwallis Road, more or less, in Yorktown, Virginia.

Starting at a true point of beginning, said point being the northeastern pavement edge of State Route 238 and Nelson Road of the Moore House Subdivision in Yorktown, Virginia, said point also herein designated as Point A, thence N 64° 10' 30" W for a distance of 1,588.10 feet and arriving at a point herein designated as Point B, thence N 25° 49' 30" E for a distance of 6.00 feet, thence S 64° 10' 30" E for a distance of 1,588.10 feet, thence S 48° 26' 42" W for a distance of 7.58 feet and ending at the point of beginning.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Parcel 5B Describes a variable strip of land on Park property along the southern side of State Route 238 between the entrance to the United States Coast Guard Reserve Training Center and State Route 704 in Yorktown, Virginia.

Starting at Point A, as identified above, thence S 48° 26' 42" W for a distance of 19.51 feet to a true point of beginning. From said true point of beginning, thence S 48° 26' 42" W for a distance of 7.58 feet, thence N 64° 10' 30" W for a distance of 2,134.77 feet, thence following the curve of the southern pavement edge of State Route 238 along a chord bearing of N 43° 49' 45" W for a distance of 486.85 feet, thence N 23° 29' W for a distance of 565.66 feet, thence along a chord bearing of N 43° 01' 45" W for a distance of 181.28 feet, thence N 62° 34' 30" W for a distance of 277.60 feet, thence along a chord bearing of N 52° 30' 30" W for a distance of 257.29 feet, thence N 42° 26' 30" W for a distance of 296.60 feet, thence along a chord bearing of N 53° 13' 15" W for a distance of 301.99 feet, thence N 64° 00' W for a distance of 862.30 feet, thence along a chord bearing of N 54° 42' 45" W for a distance of 314.53 feet, thence N 45° 25' 30" W for a distance of 67.40 feet, thence along a chord bearing of N 57° 04' 00" W for a distance of 284.54 feet, thence N 68° 42' 30" W for a distance of 142.90 feet, thence along a chord bearing of N 71° 45' 30" W for a distance of 608.34 feet, thence N 74° 48' 30" W for a distance of 108.70 feet, thence along a chord bearing of N 68° 03' 30" W for a distance of 273.79 feet, thence N 61° 18' 30" W for a distance of 96.80 feet, thence N 21° 48' 30" E for a distance of 6.00 feet and arriving at a point herein designated as Point C, thence S 61° 18' 30" E for a distance of 96.80 feet, thence along a chord bearing of S 68° 03' 30" E for a distance of 272.38 feet, thence S 74° 48' 30" E for a distance of 108.70 feet, thence along a chord bearing of S 71° 45' 30" E for a distance of 608.98 feet, thence S 68° 42' 30" E for a distance of 142.90 feet, thence along a chord bearing of S 57° 04' 00" E for a distance of 286.98 feet, thence S 45° 25' 30" E for a distance of 67.40 feet, thence along a chord bearing of S 54° 42' 45" E for a distance of 312.59 feet, thence N 64° 00' E for a distance of 862.30 feet, thence along a chord bearing of S 53° 13' 15" E for a distance of 304.25 feet, thence S 42° 26' 30" E for a distance of 296.60 feet, thence along a chord bearing of S 52° 30' 30" E for a distance of 255.18 feet, thence S 62° 34' 30" E for a distance of 277.60 feet, thence along a chord bearing of S 43° 01' 45" E for a distance of 185.38 feet, thence S 23° 29' E for a distance of 565.66 feet, thence along a chord bearing of S 43° 49' 45" E for a distance of 481.76 feet, thence S 64° 10' 30" E for a distance of 2,137.68 feet, and ending at the point of beginning.

Parcel 5C Describes a six foot strip of Park land along the northern side of State Route 238 between State Route 704 and Moore House Road, more or less, in Yorktown, Virginia.

Starting at Point C as identified above, thence N 21° 48' 30" E for a distance of 20.00 feet to a true point of beginning. From said true point of beginning, thence N 21° 48' 30" E for a distance of 6.00 feet, thence S 61° 18' 30" E for a distance of 96.80 feet, thence along a chord bearing of S 68° 03' 30" E for a distance of 266.25 feet, thence S 74° 48' 30" for a

distance of 108.70 feet, thence along a chord bearing of S 71° 45' 30" E for a distance of 611.75 feet, thence S 68° 42' 30" E for a distance of 142.90 feet, thence along a chord bearing of S 57° 04' 00" E for a distance of 297.55 feet, thence S 45° 25' 30" E for a distance of 67.40 feet, thence along a chord bearing of S 54° 42' 45" E for a distance of 304.16 feet, thence S 64° 00' E for a distance of 862.30 feet, thence along a chord bearing of S 53° 13' 15" E for a distance of 314.18 feet, thence S 42° 26' 30" E for a distance of 296.60 feet, thence along a chord bearing of S 52° 30' 30" E for a distance of 246.05 feet, thence S 62° 34' 30" E for a distance of 480.00 feet, thence S 27° 25' 30" W for a distance of 6.00 feet, thence N 62° 34' 30" W for a distance of 480.00 feet, thence along a chord bearing of N 52° 30' 30" W for a distance of 248.15 feet, thence N 42° 26' 30" W for a distance of 296.60 feet, thence along a chord bearing of N 53° 13' 15" W for a distance of 311.77 feet, thence N 64° 00' W for a distance of 862.30 feet, thence along a chord bearing of N 54° 42' 45" W for a distance of 306.10 feet, thence N 45° 25' 30" W for a distance of 67.40 feet, thence along a chord bearing of N 57° 04' 00" W for a distance of 295.11 feet, thence N 68° 42' 30" W for a distance of 142.90 feet, thence along a chord bearing of N 71° 45' 30" W for a distance of 611.11 feet, thence N 74° 48' 30" W for a distance of 108.70 feet, thence along a chord bearing of N 68° 03' 30" W for a distance of 267.66 feet, thence N 61° 18' 30" W for a distance of 96.80 feet and ending at the point of beginning.

Parcel 6

Parcel 6A being the roadway as it crosses the structure known as the State Route 238 bridge over the Colonial Parkway.

Starting at Park boundary monument number 17, said monument being located on the south side of State Route 238 and east of the Colonial Parkway, thence from said monument, N 10° 07' 17" E for a distance of 227.18 feet and arriving at the southern edge of pavement of State Route 238, thence following the southern edge of pavement of the said State Route 238 along a chord bearing of S 69° 42' 29" W for a distance of 322.83 feet and arriving at a true point of beginning as the roadway enters the bridge structure. From said true point of beginning, thence following the southern edge of pavement of State Route 238 across the bridge along a chord bearing of S 59° 00' 28" W for a distance of 163.11 feet, thence N 34° 35' 01" W for a distance of 30.00 feet, thence following the northern edge of pavement of State Route 238 across the bridge along a chord bearing of N 59° 00' 28" E for a distance of 166.87 feet, thence S 27° 24' 02" E for a distance of 30.00 feet and ending at the true point of beginning.

Parcel 6B being a section of the roadway and associated drainage for a part of State Route 1001 between State Route 238 and State Route 17.

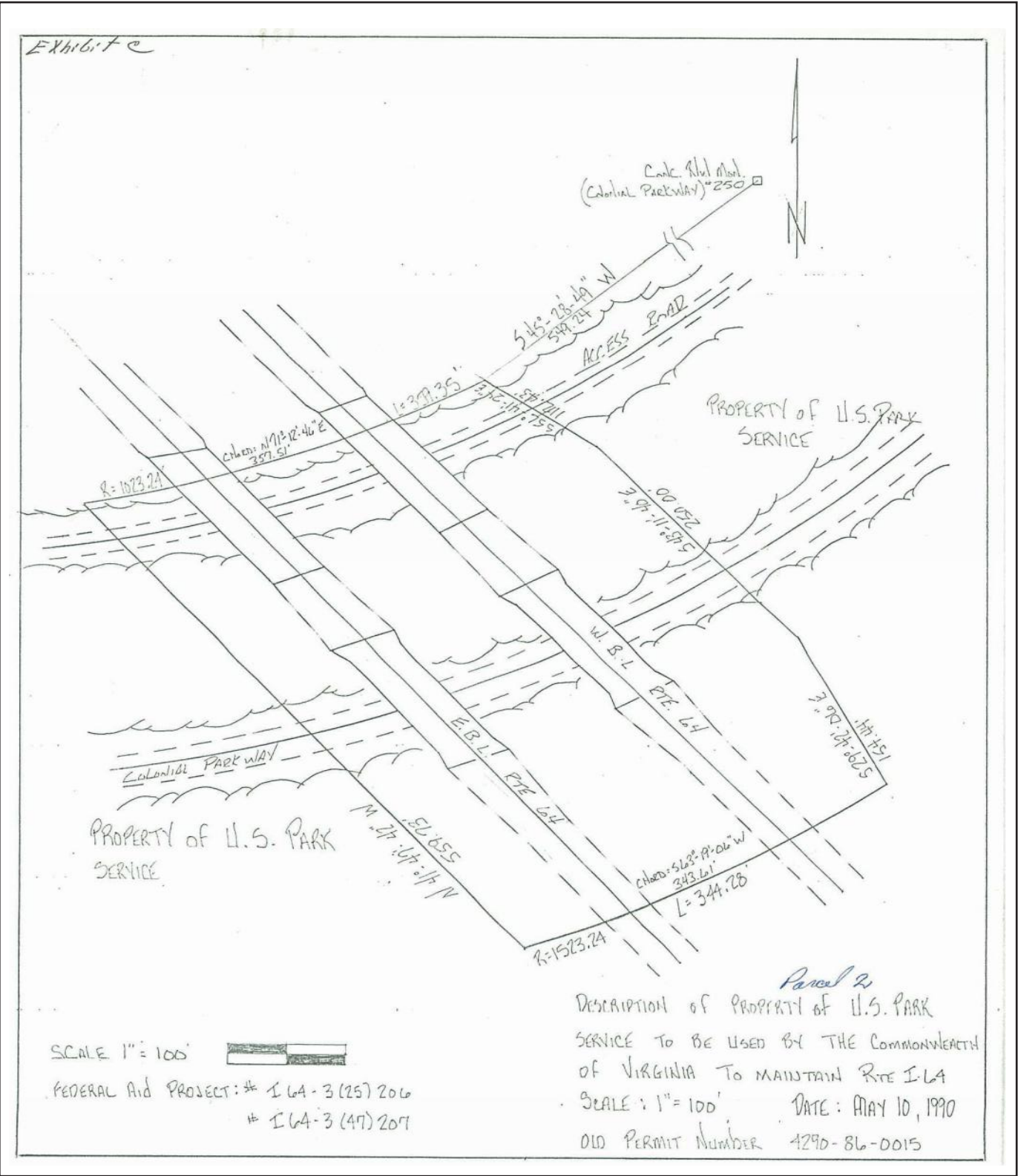
Starting at Park boundary monument number 2, said monument being located on the south side of State Route 238 and west of the State Route 1001 and 238 intersection, thence from said

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monument, N 8° 58' 25" W for a distance of 114.21 feet, thence N 70° 50' 00" E for a distance of 56.86 feet, thence N 76° 55' 54" E for a distance of 112.70 feet, thence along a chord bearing of N 87° 54' 58" E for a distance of 113.61 feet, thence S 75° 08' 01" E for a distance of 170.89 feet and arriving at a true point of beginning. From said true point of beginning, thence N 6° 34' 31" E for a distance of 10.00, thence S 83° 25' 13" E for a distance of 138.00 feet, thence S 35° 29' 09" E for a distance of 24.95 feet, thence S 34° 45' 59" W for a distance of 40.00 feet, thence S 25° 48' 02" W for a distance of 25.00 feet, thence S 16° 32' 59" W for a distance of 25.00 feet, thence S 2° 32' 00" W for a distance of 25.00 feet, thence S 10° 19' 57" E for a distance of 25.00 feet, thence S 21° 17' 04" E for a distance of 25.00 feet, thence S 31° 17' 03" E for a distance of 25.00 feet, thence S 38° 33' 02" E for a distance of 50.00 feet, thence S 41° 06' 59" E for a distance of 72.15 feet, thence along a chord bearing of S 39° 52' 59" E for a distance of 33.77 feet to a point herein identified as Point B, thence S 39° 01' 19" W for a distance of 51.30 feet, thence N 25° 33' 43" W for a distance of 124.30 feet, thence N 32° 26' 17" W for a distance of 151.65 feet, thence along a chord bearing of N 19° 13' 02" W for a distance of 78.48 feet, thence N 44° 38' 22" W for a distance of 63.13 feet and ending at the true point of beginning.

Parcel 6C being a section of land used for a roadway and associated drainage for a part of State Route 1001 between State Route 238 and Route 17.

Starting at Point B as identified above, thence along a chord bearing of S 36° 47' 40" E for a distance of 50.81 feet and arriving at a true point of beginning. From said true point of beginning, thence along a chord bearing of S 33° 13' 30" E for a distance of 47.01 feet, thence S 31° 30' 31" E for a distance of 108.38 feet, thence along a chord bearing of S 43° 18' 48" E for a distance of 265.46 feet, thence S 54° 50' 58" E for a distance of 153.05 feet, thence S 26° 41' 15" W for a distance of 35.27 feet, thence N 61° 29' 43" W for a distance of 64.63 feet, thence N 45° 45' 07" W for a distance of 50.99 feet, thence N 57° 13' 37" W for a distance of 103.95 feet, thence along a chord bearing of N 41° 28' 33" W for a distance of 209.54 feet, thence N 38° 06' 54" W for a distance of 100.50 feet, thence N 52° 23' 45" W for a distance of 47.00 feet, thence N 39° 01' 19" E for a distance of 72.54 feet and ending at the true point of beginning.



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COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

April 17, 2013

Ms. Kathleen Kilpatrick
State Historic Preservation Officer
Attn: Marc Holma
Virginia Department of Historic Resources
Richmond Central Office
2801 Kensington Avenue
Richmond, VA 23221

Subject: Interstate 64 Peninsula Study: Section 4(f) & *De Minimis* Impact Determination
Project Number: 0064-M11-002, P101; UPC: 92212
Counties of Henrico, James City, New Kent, and York, Cities of Richmond, Newport News, and Hampton
VDHR File Number: 2008-1573

Dear Ms. Kilpatrick:

As you know, the Federal Highway Administration (FHWA) and the Virginia Department of Transportation (VDOT) are studying potential improvements to the Interstate 64 corridor, from Interstate 95, in the City of Richmond, to Interstate 664, in the City of Hampton. This study has been documented in a Draft Environmental Impact Statement (EIS) that was published on November 2, 2012, and made available for agency and public comment, with public hearings occurring on December 11-13, 2012. Alternatives under consideration include widening the existing road corridor to the outside and/or inside, as well as implementing toll lanes and/or managed lanes options.

We previously consulted with your office regarding effect determinations in correspondence dated February 6, 2013, and received concurrence on these determinations on March 8, 2013. Based on each resource’s individual effect determinations, as described in that letter, VDOT is hereby notifying your office of FHWA’s intent to make a Section 4(f) finding of *de minimis* impact for the following historic properties, all of which will be affected, though not adversely:

- Yorktown Battlefield, including Dam No. 1 (VA009; 099-5283);
- Yorktown Battlefield, including Lee’s Mill (VA009; 099-5283);
- Williamsburg Battlefield (VA010; 099-5282);
- Williamsburg Battlefield Redoubt 8 (44YO0050);
- 4430 Cedar Point Lane (047-5141);
- Cold Harbor Battlefield (VA062; 042-5017);
- Cedar Knoll (0043-0078);

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

Kilpatrick
p. 2 of 2

- Savage’s Station Battlefield (VA019; 043-308);
- Seven Pines Battlefield (VA014;043-5081);
- Fair Oaks And Darbytown Road Battlefield (VA080; 043-5073);
- Garnett’s and Golding’s Farms Battlefield (VA018; 043-5273); and,
- Chaffin’s Farm and New Market Heights Battlefield (VA075; 043-0307).


This determination would be made in accordance with 23 U.S.C. 138(b).

During the development of the Draft EIS, there was some uncertainty expressed by both VDOT and the National Park Service as to the official ownership of the land surrounding the I-64 crossing of the Colonial Parkway and the Colonial National Historical Park (NHP). Based on this uncertainty, the Draft EIS identified the Colonial Parkway and Colonial NHP as properties subject to Section 4(f) of the Department of Transportation Act of 1966, as amended. Upon further review, we have identified the enclosed Highway Deed which describes and illustrates right of way granted to VDOT over and surrounding the Colonial Parkway and Colonial NHP. Based on this document, we believe that the proposed roadway improvements along that corridor would fall within VDOT right of way, thereby avoiding a Section 4(f) use of both the Colonial Parkway and Colonial NHP. The enclosed figure illustrates the project location in relation to the defined right of way described in the Highway Deed. We have informed the National Park Service at Colonial NHP of this finding under a separate letter. The Final EIS will be updated accordingly.

In addition to this Section 4(f) consultation, VDOT is drafting a Programmatic Agreement, with your agency, outlining treatment measures for impacts on historic properties. The Final EIS will include a copy of this agreement along with effects determination correspondence.

If you have questions regarding these proposed *de minimis* findings, please call me at 804-371-4082 or email me at Scott.Smizik@vdot.virginia.gov. I appreciate your assistance and attention to this matter.

Sincerely,



Scott Smizik, AICP
Project Manager

copy: John Simkins, FHWA

Enclosures

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

From: Holma, Marc (DHR)
Sent: Wednesday, May 15, 2013 04:29 PM
To: Smizik, Scott (VDOT)
Cc: Deem, Angel N. (VDOT); Opperman, Antony F. (VDOT); Simkins, John A. (VDOT)
<John.Simkins@fhwa.dot.gov<<mailto:John.Simkins@fhwa.dot.gov>>>
Subject: Interstate 64 Peninsula Study; Section 4(f) & De Minimis impact determination (2008-1573)

Dear Mr. Smizik:

The Department of Historic Resources (DHR) acknowledges receipt of your letter dated 17 April 2013 regarding consultation with this agency pursuant to Section 4(f) and notification of the finding of de minimis impact for the following historic properties:

- Yorktown Battlefield, including Dam No. 1 (099-5283)
- Yorktown Battlefield, including Lee's Mill (099-5283)
- Williamsburg Battlefield (099-5282)
- Williamsburg Battlefield Redoubt 8 (44YO0050)
- 4430 Cedar Point Lane (047-5141)
- Cold Harbor Battlefield (042-5017)
- Cedar Knoll (043-0078)
- Savage's Station Battlefield, 043-0308)
- Seven Pines Battlefield (043-5081)
- Fair Oaks and Darbytown Road Battlefield (043-5073)
- Garnett's and Golding's Farms Battlefield (043-5273)
- Chaffin's Farm and New Market Heights Battlefield (043-0307)

We also understand that the land surrounding the I-64 crossing of the Colonial Parkway and Colonial National Historic Park is owned by VDOT, not the National Park Service, so there is not a Section 4(f) issue related to this property.

The DHR has no comment pertaining to the above Section 4(f) de minimis determination and asks that FHWA and VDOT continue to consult with DHR on the undertaking as necessary.

Sincerely,

Marc Holma

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Summary of Potential Impacts to Waters of the United States Applying Level of Service (LOS) D to the Corridor

Potential Impacts to Non-Tidal Waters of the United States							
Build Alternative	Non-Tidal						
	PFO Wetlands (acres)	PSS Wetlands (acres)	PEM Wetlands (acres)	Perennial Channel (linear feet)	Intermittent Channel (linear feet)	Ephemeral Channel (linear feet)	Lacustrine System (linear feet)
Alternative 1* (Preferred Alternative)	19.74	3.09	15.27	97,148	8,764	3,139	173
Alternative 1A/2A	19.74	3.09	15.27	97,148	8,764	3,139	173
Alternative 1* (Preferred Alternative) with Revised LOS D in Urban Areas**	19.03	3.09	15.27	93,075	8,764	3,106	173
Alternative 1A/2A with Revised LOS D in Urban Areas**	19.03	3.09	15.27	93,075	8,764	3,106	173
Alternative 1B/2B	19.94	2.39	14.86	98,300	9,064	3,075	173
Alternative 3	20.85	2.91	15.14	96,865	9,405	3,138	173

LOS - Level of Service

Potential Impacts to Tidal Waters of the United States		
Build Alternative	Tidal	
	E2EM1P Wetlands (acres)	Other Waters of the United States (linear feet)
Alternative 1* (Preferred Alternative)	28.01	3,012
Alternative 1A/2A	28.01	3,012
Alternative 1 * (Preferred Alternative) with Revised LOS D in Urban Areas**	27.90	3,012
Alternative 1A/2A with Revised LOS D in Urban Areas**	27.90	3,012
Alternative 1B/2B	27.76	2,932
Alternative 3	27.83	2,936

LOS - Level of Service

* The Preferred Alternative has been identified as Alternative 1. To provide for the most conservative assessment of impacts, Alternative 1 is assumed to have the same footprint as Alternative 1A.

** The values represent potential impacts to Waters of the United States for the original Alternative 1A/2A with the exception of applying a LOS D in the urban areas. This analysis was not conducted on Alternative 1B/2B because there is not adequate median in the urban areas for improvements. Alternative 3 was originally designed at LOS D.

As noted in the tables, potential impacts to service waters do not substantially decrease by applying a LOS to the corridor (where appropriate). Potential impacts to stream channels (especially perennial channels) decreased by the greatest amount. This is due to the fact that there are few wetlands or streams in the urban areas, and the wetland systems are primarily in the median. There is a substantial number of perennial stream systems along the entire corridor, both in the urban and rural sections.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

Interstate 64 Peninsula Study/Environmental Impact Statement (EIS)
Cooperating Agency Meeting Minutes

Meeting Date: June 28, 2013
Location: via teleconference
Attendees:

Name	Organization	Phone	Email
Jonathan Connolly (and others)	NPS		jonathan_connolly@nps.gov
Angel Deem	VDOT	804-371-6756	angel.deem@vdot.virginia.gov
Waverly Gregory	USCG		waverly.w.gregory@uscg.mil
Kathy Perdue	USACE		kathy.perdue@usace.army.mil
John Simkins	FHWA		john.simkins@dot.gov
Scott Smizik	VDOT	804-371-4082	scott.smizik@vdot.virginia.gov

Planned Agenda:

- Commonwealth Transportation Board Resolution
- Preferred Alternative – Alternative I
- Next Steps
- Hampton Roads Transportation Planning Organization Resolution

Scott Smizik presented the agenda items (outlined below) and then opened the discussion to questions and comments on the project.

- I. Commonwealth Transportation Board Resolution (CTB)
- a. The project was first presented to the CTB at its February 2013 workshop. At that time, CTB delayed identifying a Preferred Alternative and requested that the Richmond Area Metropolitan Planning Organization (RAMPO) and the Hampton Roads Transportation Planning Organization (HRTPO) provide resolutions identifying locally preferred alternatives.

b. On April 4th, RAMPO approved a resolution identifying general purpose widening to the inside of the existing facility (Alternative 1B) as the locally preferred alternative.

c. On March 6th, HRTPO staff recommended general purpose widening to the outside of the existing facility (Alternative 1A), but action was delayed until the HRTPO May Retreat. No official action would have been taken at the retreat, meaning a locally preferred alternative could not be identified until at least June. In order to avoid slowing the process, HRTPO agreed that a General Purpose Widening Alternative would satisfy all needs.

- d. At its April 2013 meeting, CTB identified Alternative 1 (general purpose widening) as the Preferred Alternative for the project.

- II. Preferred Alternative – Alternative 1
- a. Alternative 1 allows for general purpose widening where the placement of new lanes (outside/inside) would be decided on a section-by-section basis.

b. Each future section must have independent utility and logical termini. The sections can be built in phases that contribute to the overall purpose and need of the project (i.e.; six lanes for an eight lane full build)

c. Because the specific segments are unknown at this time, Alternative 1A was used as the footprint for Alternative 1 as it widens to the outside of the existing roadway, providing the most conservative assessment of environmental impacts. Impacts will be more thoroughly defined as an individual section advances through the Record of Decision (ROD) and permitting process.
- III. Next steps
- a. The Final EIS is scheduled to be published this fall.

b. Following the Final EIS, HRTPO or RAMPO can identify operationally independent sections in their constrained long range transportation plans (CLRP). Once in the CLRP, and the analyses updated as necessary, FHWA can move forward with issuing a ROD for the given section.

c. Following issuance of ROD, more intensive planning/design can occur and permitting would be initiated.
- IV. Hampton Roads Transportation Planning Organization Resolution
- a. Last Thursday (June 20), HRTPO passed a resolution endorsing the project and focusing on adding one lane in each direction between Jefferson Avenue in Newport News and the eastern Route 199 interchange in Williamsburg. This section is in line to become the first advanced from the EIS study.

Mr. Smizik then opened the discussion for questions and comments. Questions and comments are grouped below by agency. Following these discussions, the meeting ended.

- U.S. Army Corps of Engineers (USACE)
 - USACE concurs with the need for each operationally independent section to have independent utility.
 - The segment-by-segment approach is a good one, as long as the Least Environmentally Damaging Practicable Alternative (LEDPA) is considered when determining outside or inside widening.

APPENDIX I: COORDINATION IN RESPONSE TO COMMENTS ON THE DRAFT EIS

- The segment by segment approach will allow for the minimization of impacts to Waters of the U.S. and historic properties.
 - USACE recommends bridging all wetland and streams, especially tidal wetlands where mitigation is difficult to identify and costly to purchase. It would be advisable to begin identifying mitigation opportunities as soon as possible.
 - USACE stressed the importance of coordinating with the Newport News reservoir to adhere to water quality requirements while designing an appropriate means of expanding the interstate crossing.
 - USACE requested an update on the schedule for a Jurisdictional Determination (JD) and beginning the permitting process. Angel Deem stated that it is still too early to provide that information. The resolution made by the HRTPO is anticipated to move quickly and VDOT would be in position to provide a better estimate on the potential schedule in a few months. It should be noted that JD and permit requests will be made on a section-by-section basis.
 - Following the call, USACE added the need to address ALL stormwater impacts, especially in light of the fact that there are impaired waters and at least one public water supply along that stretch. And if there are other public water supplies along those first two phases, then those impacts would need to be avoided, minimized, as well; and those facilities should also be contacted and allowed to review the plans to determine ways to avoid/minimize impacts on their facilities/operations as well.
 - USACE also added that compensation will be required for all wetland impacts, and for stream impacts that exceed 300 LF. However, if a stream relocation is done using natural channel design, then it may not require compensation (USACE will review those case-by-case).
- U.S. Coast Guard (USCG)
 - USCG recommends debris sounding before designing or constructing any new crossings.
 - National Park Service, Colonial National Historical Park (NPS)
 - The NPS interest and concerns in the project have been met through on-site meetings to discuss the Section 106 Programmatic Agreement.
 - The NPS noted that that cap and parapet walls over the Colonial Parkway have notable gaps in the mortar. The NPS recommends that VDOT address these walls before bricks fall onto the Parkway. VDOT noted that they will forward this information on to the Hampton Roads District Office.




INTERSTATE 64 PENINSULA STUDY


APPENDIX J: RESOLUTIONS

APPENDIX J: RESOLUTIONS

RESOLUTIONS INCLUDED IN THIS APPENDIX	PAGE
Richmond Regional Planning District Commission (April 4, 2013)	2
Commonwealth Transportation Board (April 17, 2013)	5
Hampton Roads Transportation Planning Organization (June 20, 2013)	6

APPENDIX J: RESOLUTIONS





Planning District CommissionMetropolitan Planning Organization

Town of
Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
City of
Richmond

Executive Director
Robert A. Crum, Jr.

MPO AGENDA 4/4/13; ITEM IV.D.

I-64 PENINSULA STUDY/
DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)

Richmond Area Metropolitan Planning Organization

On motion of Kathy C. Graziano, seconded by Patricia S. O'Bannon, the Richmond Area Metropolitan Planning Organization approved the following resolution, with all voting in favor except for one abstention (i.e., Mr. Thomas A. Hawthorne, VDOT):

WHEREAS Alternative 1B minimizes right-of-way acquisition needs, accommodates current and future travel demand growth in the corridor, eliminates the need for corridor tolling facilities, and meets the goals of the study to upgrade corridor infrastructure, increase travel capacity, and improve safety through enhanced design standards, and;

WHEREAS of the alternatives studied, and given the alternatives presented, Alternative 1B has the least adverse impact on the corridor's residents from a right-of-way perspective, does not require tolls, and meets the goals of the study.

NOW, THEREFORE, BE IT RESOLVED, that the Richmond Area Metropolitan Planning Organization (RAMPO) recommends Alternative 1B, which provides for the addition of a general purpose lane in the median of the mainline corridor, be selected by the Commonwealth Transportation Board (CTB) *subject to the following conditions*:

- VDOT will make every effort to eliminate any property acquisition outside of the corridor's current right-of-way especially residential property. Property acquisition should be avoided;
- VDOT will work closely with the City of Richmond, Henrico County, and New Kent County as well as the potentially affected parties to develop interchange designs, including innovative alternatives such as diverging diamond interchanges, which reduce the footprint of these interchanges, especially in highly developed areas;
- VDOT will ensure that all concerns of potentially affected parties are fully vetted and appropriately addressed during the planning and design process; and

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MPO Resolution 4-4-13; Item IV.D.
Page 2


4. In order to provide for additional transportation network capacity to move people and goods along the I-64 Peninsula Corridor, and in order to provide viable and additional transportation service options,

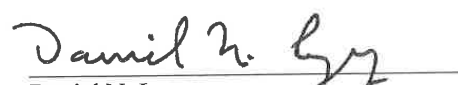
- RAMPO reaffirms its support for Alternative One of the Richmond/Hampton Roads Passenger Rail Project Tier I EIS, which includes support for enhanced passenger rail service between Richmond's Main Street Station and the Newport News Station and strongly supports the pursuit of funding for passenger rail improvements along the corridor; and
- RAMPO supports and encourages the Virginia Department of Rail and Public Transportation (DRPT), with its partner localities, railroads, and Amtrak, to take immediate action to identify and implement rail improvement projects that increase and improve on-time performance and reduce overall travel time for passenger rail service, and that those improvements receive priority status in this corridor.

This is to certify that the Richmond Area Metropolitan Planning Organization (MPO) approved the above resolution at its meeting held April 4, 2013.

WITNESS:

BY:


Sharon E. Robeson
Administrative Secretary
Richmond Regional Planning
District Commission


Daniel N. Lysy
MPO Secretary

APPENDIX J: RESOLUTIONS | Page 2



APPENDIX J: RESOLUTIONS

City of Richmond



DWIGHT C. JONES
MAYOR

March 26, 2013

The Honorable Gregory A. Whirley
Commissioner Department of Transportation
Vice-Chairman Commonwealth Transportation Board
1401 E. Broad Street
Richmond, VA 23219

Dear Mr. Whirley:

On behalf of the City of Richmond, we are pleased to offer our comments regarding the Interstate 64 Peninsula Study Environmental Impact Statement prepared by VDOT and FHWA. The Interstate 64 Peninsula Study proposes to upgrade the current corridor infrastructure, increase travel capacity to accommodate current and future travel demands, and improve safety through enhanced design standards. Access to the City of Richmond along the I-64 corridor is critical for the City's economic vitality, employment/housing opportunities and continued financial growth.

While the City does have a recommended alternative, we have serious concerns with the potential property acquisition at the Interstate interchanges and along the corridor within the City limits as shown in the study for the widening of the Interstate. All measures should be taken to avoid the acquisition of property – especially residential property.

Given the options presented, the City supports Alternative 1B within the City limits with the conditions detailed below. This option meets the goals of the study and requires the least amount of additional right-of-way required by expanding the number of lanes within the median.

As you are aware, much of the land within the City contiguous to the corridor is currently either developed or under consideration for active development.

Although we support the project in concept, we are very concerned about the potential adverse impact the I-64 widening could have on various properties. We are particularly concerned about the impact of the proposed footprint for widening shown in the study at the Interstate interchanges for Exit #192 (Mechanicsville) and Exit #193 (Nine Mile Road)

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MAR 29 2013

ADMINISTRATIVE SECTION
RICHMOND DISTRICT

At the Mechanicsville interchange the following properties could be negatively impacted:

- Whitcomb Court Public Housing – 3.24 acres
- 1900 Cool Lane (Seven Hills Health Care Center) – 5.3 acres
- Various businesses in northeast quadrant of interchange – 4.1 acres
- Various businesses and residents in the area south of the interchange

At the Nile Mile Road interchange the following properties could be negatively impacted:

- Creighton Court Public Housing – 3.25 acres
- Tuxedo Boulevard neighborhood – 4.1 acres
- Oakwood Cemetery – 5.2 acres

In addition, the City is very concerned about the potential negative impacts on properties as shown in the study, such as Armstrong High School (4.77 acres), Fairfield Elementary School (.72 acre) and Shockoe Hill Burying Ground (.038 acre).

Most notably, much of this land figures prominently in a comprehensive \$240 million economic revitalization plan targeting public housing sites and other critical parcels.

Any actions that negatively affect Richmond neighborhoods or their revitalization potential are not acceptable. We caution VDOT not to over-plan for real-estate acquisitions. In addition to our concerns about our planned revitalization for this area, the city is land-locked and we cannot give up these important parcels.

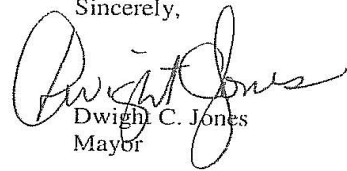
Although, passenger rail options were not included in the proposed study alternatives, the City strongly supports enhanced passenger rail service along the peninsula corridor and encourages the Commonwealth Transportation Board to actively pursue funding and implement incremental and planned passenger rail improvements as a priority.

In summary, we support the project at this juncture; however, we are very concerned about the adverse impact on abutting properties. *As a result, the City of Richmond prefers Alternative 1B with the conditions that VDOT will make every effort to eliminate any property acquisition outside of the corridor's current right-of-way, and that VDOT will work closely with the City of Richmond to ensure that all concerns of the community and the potentially affected parties are fully vetted as the Interstate interchange and corridor designs are being developed.*

APPENDIX J: RESOLUTIONS

Thank you for the opportunity to provide our comments and to express our concerns on this very important project.

Sincerely,




Dwight C. Jones
Mayor

Cc:

The Honorable Roger Cole, Commonwealth Transportation Board, Richmond District
The Honorable Ellen F. Robertson, City Council, 6th District, City Council Vice-President,
RAMPO member
The Honorable Cynthia I. Newbille, City Council member, 7th District, RAMPO member
The Honorable Kathy C. Graziano, City Council member, 4th District, RAMPO member
The Honorable Charles Samuels, City Council President
Mr. Thomas A. Hawthorne, VDOT Richmond District Administrator
Mr. C. Thomas Tiller, Jr., RAMPO Chairman

APPENDIX J: RESOLUTIONS



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

1401 East Broad Street - Policy Division - CTB Section - #1106
Richmond, Virginia 23219

(804) 786-1830
Fax: (804) 225-4700

Sean T. Connaughton
Chairman

Agenda item # 11

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

April 17, 2013

MOTION

Made By: Mr. Cole Seconded By: Mr. Layne Action: Motion Carried, Unanimously

Title: Location Approval for the Interstate 64 Peninsula Study

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board (CTB), Location Public Hearings were held at Bruton High School in Williamsburg, Virginia, on December 11, 2012; Fountain Plaza II in Newport News, Virginia on December 12, 2012; and, the Virginia Department of Transportation (VDOT) Central Office Auditorium on December 13, 2012 for the purpose of considering the proposed alternatives for the Interstate 64 Peninsula Study between Interstate 95 (Exit 190) and Interstate 664 (Exit 264) in the Counties of Henrico, James City, New Kent, and York, and the Cities of Richmond, Newport News (State Project 0064-M11-002, P101; UPC: 92212); and,

WHEREAS, initial Alternatives Development/Citizen Information Meetings were held at Fountain Plaza II in Newport News, Virginia on April 25, 2012 and Watkins Elementary School in Quinton, Virginia on April 26, 2012; and,

WHEREAS, the Interstate 64 Peninsula Study was documented in a Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act of 1969, as amended, (NEPA) and approved by the Federal Highway Administration October 24, 2012; and,

WHEREAS, the alternatives retained for detailed analysis in the DEIS include a No-Build Alternative and five separate highway Build Alternatives, as follows:

- Alternative 1A: Adding general purpose lanes to the outside of the existing general purpose lanes
- Alternative 1B: Adding general purposes lanes in the median
- Alternative 2A: Adding general purpose lanes to the outside of the existing general purpose lanes and tolling all lanes
- Alternative 2B: Adding general purpose lanes to the median and tolling all lanes
- Alternative 3: Adding managed lanes to the median

Resolution of the Commonwealth Transportation Board
Location Approval for the Interstate 64 Peninsula Study
April 17, 2013
Page 2 of 2

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed alternatives as presented, and their statements being duly recorded; and,

WHEREAS, the economic, social, and environmental effects of the proposed alternatives have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and,

WHEREAS, the CTB delayed action on this project to allow the Richmond Metropolitan Planning Organization (MPO) and Hampton Roads Transportation Planning Organization (TPO) to identify locally preferred alternatives; and,

WHEREAS, on April 4, 2013 the Richmond MPO passed a resolution identifying Alternative 1B in the DEIS as its locally preferred alternative, subject to conditions relating to right of way acquisition and design; and,

WHEREAS, at its March meeting, the Hampton Roads TPO staff proposed a draft resolution identifying Alternative 1A in the DEIS as its locally preferred alternative; however, no official action was taken, and the Hampton Roads TPO has deferred action until after its retreat in May; and,

WHEREAS, waiting until after the Hampton Roads TPO takes action on a locally preferred alternative would delay the CTB action on an alternative until the June CTB meeting at the earliest; and

WHEREAS, in order to keep the project development on schedule, the CTB believes that it should take action at this April meeting.

NOW, THEREFORE, BE IT RESOLVED that the Preferred Alternative for this project be approved as Alternative 1 (a combination of Alternatives 1A and 1B), general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis.

BE IT FURTHER RESOLVED that the future development of operationally independent segments within the study corridor be closely coordinated with the Richmond MPO, Hampton Roads TPO, and other State and Federal regulatory agencies as necessary.

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APPENDIX J: RESOLUTIONS



HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION BOARD RESOLUTION 2013-04

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORSING VDOT'S 6-LANE OPTION SEGMENTS 1 AND 2 (JEFFERSON AVENUE/EXIT 255 TO HUMELSINE PARKWAY/EXIT 242) WITH ONE ADDITIONAL LANE IN EACH DIRECTION (WITH THE APPLICATION OF CONTEXT SENSITIVE DESIGN, SUCH AS INCLUDING LANDSCAPING BETWEEN THE MEDIUM BARRIERS IF LANES ARE ADDED IN THE EXISTING MEDIAN) FOR IMMEDIATE AND INTERMEDIATE CONGESTION RELIEF ON THE CONDITION THAT THIS PREFERENCE WOULD NOT PRECLUDE THE I-64 PENINSULA 8-LANE EXPANSION OR FUTURE ASSOCIATED FUNDING.

WHEREAS, the I-64 Peninsula Study area is a 75 mile long segment of I-64, from I-95 (Exit 190) in Richmond to I-664 (Exit 264) in Hampton;

WHEREAS, the I-64 Peninsula Study was documented in a Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and approved by the Federal Highway Administration (FHWA) on October 24, 2012;

WHEREAS, the alternatives retained for detailed analysis in the DEIS include a No-Build Alternative and five separate highway Build Alternatives, as follows:

- Alternative 1A: Adding general purpose lanes to the outside of the existing general purpose lanes
- Alternative 1B: Adding general purpose lanes in the median
- Alternative 2A: Adding general purpose lanes to the outside of the existing general purpose lanes and tolling all lanes
- Alternative 2B: Adding general purpose lanes to the median and tolling all lanes
- Alternative 3: Adding managed lanes to the median

WHEREAS, at its March 6, 2013 meeting, the HRTPO Transportation Technical Advisory Committee (TTAC) recommended Alternative 1A as the preferred alternative, with the caveat that Context Sensitive Design be applied, as well as a phased approach (build in fundable segments) for construction of the project;

WHEREAS, the Commonwealth Transportation Board "approved Alternative 1 (a combination of Alternative 1A and 1B) – general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis" – as the Preferred Alternative at its April 17, 2013 meeting;

WHEREAS, the Draft FY 2014-2019 Six-Year Improvement Program, released May 15, 2013, includes \$100 million for the reconstruction with added capacity to the I-64 corridor from Newport News to Williamsburg; and

WHEREAS, at its May 16, 2013 Retreat, the HRTPO Board expressed a consensus to support the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding.

NOW, THEREFORE, BE IT RESOLVED, that the Hampton Roads Transportation Planning Organization endorses VDOT's 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction (with the application of Context Sensitive Design, such as including landscaping between the medium barriers if lanes are added in the existing Median) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding;

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to aggressively pursue and complete the 6-Lane Segment 1 (Jefferson Avenue/Exit 255 to Fort Eustis Boulevard/Exit 250);

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to develop a strategy to fund the 6-Lane Segment 2 (Fort Eustis Boulevard/Exit 250 to Humelsine Parkway/Exit 242); and

BE IT FINALLY RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT's recommended approach to develop a strategy to fund interim improvements at the Fort Eustis Boulevard interchange.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 20th day of June, 2013.

Molly J. Ward

Molly J. Ward
Chair
Hampton Roads Transportation
Planning Organization

Dwight E. Farmer

Dwight E. Farmer
Executive Director/Secretary
Hampton Roads Transportation
Planning Organization



INTERSTATE 64 PENINSULA STUDY

APPENDIX K: PROGRAMMATIC AGREEMENT

APPENDIX K: PROGRAMMATIC AGREEMENT

**PROGRAMMATIC AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE NATIONAL PARK SERVICE,
THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER, AND
THE VIRGINIA DEPARTMENT OF TRANSPORTATION
REGARDING IMPROVEMENTS TO INTERSTATE 64 FROM INTERSTATE
95 IN THE CITY OF RICHMOND TO INTERSTATE 664 IN THE CITY OF
HAMPTON, VIRGINIA**

WHEREAS, the Virginia Department of Transportation (VDOT) proposes to add additional capacity, in the form of additional general purpose lanes and interchange improvements, to Interstate 64 from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton, Virginia (VDOT Project No. 0064-M11-002, P101; UPC 92212; Virginia Department of Historic Resources [DHR] File No. 2008-1573) (Attachment A), hereinafter referred to as the Project; and

WHEREAS, VDOT anticipates receiving Federal financial assistance for the Project from the Federal Highway Administration (FHWA); and

WHEREAS, FHWA has determined that the provision of financial assistance for the Project is an undertaking as defined in 36 CFR Part 800.16(y); and

WHEREAS, pursuant to Section 10 of the Rivers and Harbors Appropriations Act of 1899 (33 U.S.C. 401 and 403) and Section 404 of the Clean Water Act of 1973 (33 U.S.C. 1344), a Department of the Army permit will likely be required from the Corps of Engineers (Corps), and the Corps, by letter dated April 1, 2011, has designated FHWA as the lead federal agency to fulfill federal responsibilities under Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. 470f); and

WHEREAS, FHWA has authorized VDOT to conduct consultation with the Virginia State Historic Preservation Officer (SHPO) for the Project on its behalf pursuant to Section 106 of the NHPA (16 U.S.C. 470f), including the initiation of the Section 106 process, identification of historic properties, and assessment of adverse effects; and

WHEREAS, VDOT and FHWA completed a Draft Environmental Impact Statement for the Project in October 2012, that examined six alternatives (five build and one no-build) for the Project, and in April 2013 the Commonwealth Transportation Board endorsed Alternative 1 (a combination of Alternatives 1A and 1B), general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis (Attachment B); and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has defined the Area of Potential Effects (APE) for the Project in accordance with 36 CFR 800.4(a)(1); the APE for direct effects is all existing and proposed right-of-way and easements, permanent and temporary; the APE for indirect effects includes a sufficient view shed of any construction footprint where historic properties may be indirectly

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affected by alterations or diminishment of historic setting, feeling, or association from the Alternative 1 corridor, as well as areas currently visible from Interstate 64 and from which Interstate 64 is visible; and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has completed studies to identify above-ground resources on or eligible for listing on the National Register of Historic Places (NRHP) within the Project’s APE for direct and indirect effects and conveyed its findings to the SHPO by letters dated May 13, 2011, March 20, 2012, June 8, 2012, July 25, 2012, and February 6, 2013, and the SHPO concurred with these findings on July 1, 2011, May 1, 2012, June 20, 2012, August 20, 2012 and March 8, 2013, respectively; and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has identified the following above-ground resources listed or considered eligible for listing in the NRHP within or adjacent to the Project’s APE: the Yorktown Battlefield (VDHR Inventory No. 099-5283; Dam No. 1 and Lee’s Mill), the Williamsburg Battlefield (VDHR Inventory No. 099-5282, the Williamsburg Battlefield Redoubt No. 8 (VDHR Inventory No. 099-0039/44YO0050, the Williamsburg Battlefield Redoubt No. 9 (VDHR Inventory No. 099-0040/44YO0051), the Colonial Parkway (VDHR Inventory No. 047-0002), 4430 Cedar Point Lane (VDHR Inventory No. 047-5141), the Cold Harbor Battlefield (VDHR Inventory No. 042-5017), Cedar Knoll (VDHR No. 043-0078), the Savage’s Station Battlefield (VDHR Inventory No. 043-0308), the Seven Pines Battlefield (VDHR Inventory No. 043-5081), the Fair Oaks and Darbytown Road Battlefield (VDHR Inventory No. 043-5073), the Garnett’s and Golding’s Farms Battlefield (VDHR Inventory No. 043-5273), the Chaffin’s Farm and New Market Heights Battlefield (VDHR Inventory No. 043-0307), the Chestnut Hill/Plateau Historic District (VDHR Inventory No. 127-0323), the Shockoe Hill Burying Ground (no VDHR Inventory No.), the Shockoe Hill Cemetery (VDHR Inventory No. 127-0389), the Hebrew Cemetery (VDHR Inventory No. 127-6166), the Sixth Mount Zion Baptist Church (VDHR Inventory No. 127-0472), the Saint Luke Building (VDHR Inventory No. 127-0352), and the Jackson Ward Historic District and Expansions (VDHR Inventory No. 127-0237); and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has applied the criteria of adverse effect to above-ground resources listed or considered eligible for listing on the NRHP, in accordance with 36 CFR 800.5, and determined that above-ground historic properties will not be adversely affected by the project, and conveyed its findings to the SHPO by letter dated February 6, 2013, and the SHPO concurred with these findings on March 8, 2013; and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has initiated but not yet completed studies to identify archaeological properties on or eligible for the NRHP within the Project’s APE for direct effects, and conveyed its preliminary findings to the SHPO by letter dated May 21, 2012, and the SHPO accepted these findings by letter dated June 11, 2012; and

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WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has determined that Redoubt 9 (Williamsburg Battlefield; VDHR Inventory No. 44YO0051/099-0040) is eligible for listing on the NRHP under Criteria A and D and has conveyed its findings and recommendations to the SHPO by letter dated June 2, 2009, and the SHPO concurred with this finding on July 2, 2009; and

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has determined that the Project may have an adverse effect on Redoubt 9 (VDHR Inventory No. 44YO0051/099-0040), a Civil War earthwork associated with the Battle of Williamsburg; and,

WHEREAS, VDOT, in consultation with the SHPO and other consulting parties, has completed a Phase II archaeological evaluation of the Shockoe Valley Burial Ground located in the City of Richmond, Virginia, the results of which are reported in the document titled, *Phase II Archaeological Evaluation of the I-64 Bridge Shockoe Valley Burial Ground City of Richmond, Virginia (Calhoun et al. 2013)* and conveyed its findings to the SHPO by letter dated October 22, 2013, and the SHPO concurred with this finding on November 18, 2013; and

WHEREAS, FHWA, with the assistance of VDOT, has consulted with the SHPO and other consulting parties to resolve the known adverse effects of the Project on historic properties in accordance with Section 106 of the NHPA, 16 U.S.C. §470, and its implementing regulations, 36 CFR Part 800; and

WHEREAS, FHWA has notified the Advisory Council on Historic Preservation (ACHP) by letter dated July 25, 2013, of the potential adverse effect of the Project pursuant to 36 CFR 800.6(a)(1), and the ACHP has chosen not to participate in consultation by letter dated August 22, 2013; and

WHEREAS, on July 25, 2011, FHWA wrote to the Catawba Indian Tribe (South Carolina), and the Tuscarora Indian Nation (New York) providing each of these federally-recognized tribes the opportunity to participate as a consulting party to the Project pursuant to 36 CFR Part 800.2(c)(2)(ii) and neither tribe has replied to the invitation; and

WHEREAS, on July 22, 2011, VDOT wrote to the Pamunkey Tribe, the Rappahannock Tribe, the Mattaponi Tribe, the Nansemond Tribe, and the Chickahominy Tribe providing each of these state-recognized tribes the opportunity to participate as a consulting party on the Project pursuant to 36 CFR Part 800.2(c)(5), and none of the tribes have replied to the invitation; and

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WHEREAS, on July 22, 2011, VDOT wrote to the City of Hampton, the City of Newport News, the City of Richmond, James City County, York County, New Kent County, and Henrico County providing each the opportunity to participate in consultation on the Project pursuant to 36 CFR Part 800.2(c)(3), and James City County, York County, and New Kent County responded affirmatively to the invitation and have been invited by FHWA to concur in this Agreement pursuant to 36 CFR Part 800.6(c)(3); and

WHEREAS, VDOT has participated in this consultation pursuant to 36 CFR Part 800.2(c)(4), and FHWA has invited VDOT to be an Invited Signatory to this Agreement pursuant to 36 CFR Part 800.6(c)(2)(iii); and

WHEREAS, on July 22, 2011, VDOT wrote to the following parties providing each the opportunity to participate as a consulting party on the Project pursuant to 36 CFR Part 800.2(c)(5): The National Park Service Colonial National Historical Park, the National Park Service Richmond National Battlefield Park, the American Battlefield Protection Program (ABPP), the United States Navy Naval Weapons Station, Langley Air Force Base, Fort Eustis, United States Coast Guard Training Center Yorktown, Hampton University, the Colonial Williamsburg Foundation, Colonial Downs, Fox Hill Historical Society, Hampton Heritage Foundation Inc, Hampton History Museum, Warwick County Historical Society, Hugh S. Watson Genealogical Society of Tidewater Virginia, James City County Historical Commission, York County Historical Committee, New Kent Historical Society, Henrico County Historical Society, Richmond, Fredericksburg, and Potomac Railroad Historical Society, Preservation Virginia, Fort Monroe Authority, and The Contraband Historical Society. Only the National Park Service Colonial National Historical Park (NPS-COLO), American Battlefield Protection Program (ABPP), the Colonial Williamsburg Foundation (CWF), and the Fort Monroe Authority (FMA) responded affirmatively to the invitation, and the ABPP, the CWF, and the FMA have been invited by FHWA to concur in this Agreement pursuant to 36 CFR Part 800.6(c)(3); and

WHEREAS, the NPS-COLO has participated in this consultation pursuant to 36 CFR Part 800.2(c)(4), and FHWA has invited NPS-COLO to be an Invited Signatory to this Agreement pursuant to 36 CFR Part 800.6(c)(2)(iii); and

WHEREAS, the public has been afforded the opportunity to comment on the Project at Citizen Information Meetings held on March 23 and 24, 2012, and April 25 and 26, 2012, at Location Public Hearings held on December 11, 12, and 13, 2012, and will have further opportunities during the project design phase.

NOW, THEREFORE, FHWA, the NPS-COLO, the SHPO, and VDOT (hereinafter referred to collectively as the “Signatories”) agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

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STIPULATIONS

FHWA shall ensure that the following stipulations are implemented:

I. Consideration of Historic Properties in Project Design

A. General Design Commitments

VDOT shall design and implement the Project so that the improvements are located within existing VDOT right-of-way (ROW) to the extent practicable and effects to the following identified above-ground historic properties are avoided:

▪ Williamsburg Battlefield (VA010; VDHR Inventory No. 099-5282);

▪ Cedar Knoll (VDHR Inventory No. 043-0078);

▪ Savage’s Station Battlefield (VA019; VDHR Inventory No. 043-0308); and

▪ Seven Pines Battlefield (VA014; VDHR Inventory No. 043-5081).

B. Design Commitments for Avoidance of Redoubt 8 (VDHR Inventory No. 44YO0050)

1. VDOT shall construct Project improvements within the existing ROW to avoid diminishing the historic setting, feeling, design, materials, and workmanship of Redoubt 8 (VDHR Inventory No. 44YO0050).

2. VDOT shall design and construct the Route 199 deceleration lane with a sufficient buffer to avoid diminishing the historic setting and feeling of Redoubt 8 (VDHR Inventory No. 44YO0050).

C. Design Commitments for Avoidance or Minimization of Effects to Redoubt 9 (VDHR Inventory No. 44YO0051)

1. VDOT shall explore Project design alternatives to avoid or minimize Project effects to Redoubt 9 (VDHR Inventory No. 44YO0051) to the greatest extent practicable.

2. In the event effects to Redoubt 9 (VDHR Inventory No. 44YO0051) cannot be avoided through Project design, then the Redoubt 9 (VDHR Inventory No. 44YO0051) shall be treated in accordance with the provisions outlined in Stipulations II(B) and II(C) below.

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D. VDOT shall afford the SHPO an opportunity to review and comment on the design commitments described in Stipulation I.A, I.B, and I.C at approximately a 30 percent level of plan development. VDOT may assume that the SHPO finds the design plans are acceptable if no response is received within thirty (30) calendar days of confirmed receipt.

E. Design Commitments for Avoidance of the Shockoe Hill Burying Ground

1. VDOT shall design and construct Project improvements in a manner that avoids penetrating the existing fill-slope northwest of the I-64 Bridges where surviving elements of the Shockoe Hill Burying Ground may exist and will limit construction of highway infrastructure to the greatest extent practicable to within the existing ROW, which has been documented as substantially disturbed and to not contain human burials.

2. VDOT shall have an archaeologist who meets the qualification standards set forth in Stipulation V of this Agreement periodically monitor construction and soil disturbance associated with the Project in the vicinity of the Shockoe Hill Burying Ground. In the unlikely event human remains or burial related features are encountered, work shall immediately cease in the area of the discovery and in any adjacent areas where related resources may reasonably be expected to occur and the provisions set forth in Stipulations III and IV of this Agreement shall be implemented.

F. Design Commitments for Widening of Interstate 64 Bridges over the Colonial Parkway (VDHR Inventory No. 047-0002)

1. VDOT shall not acquire ROW from the NPS-COLO for construction of the Project.

2. VDOT shall design and construct the modifications to the Interstate 64 bridges over the Colonial Parkway (VDHR Inventory No. 047-0002) so as to reflect the aesthetic properties of the existing bridges including materials, scale, and massing in a manner that is compatible with the Colonial Parkway (VDHR Inventory No. 047-0002). VDOT shall afford the NPS-COLO and the SHPO an opportunity to review and comment on design plans for the bridges over the Colonial Parkway. VDOT may assume that the NPS-COLO and the SHPO find the design plans are acceptable if no response is received within thirty (30) calendar days of confirmed receipt.

3. VDOT shall locate storm water management structures and features out of the view shed of the Colonial Parkway (VDHR Inventory No. 047-0002) and shall take into account seasonal vegetation changes in identifying locations. VDOT shall afford the NPS-COLO and the SHPO an

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opportunity to review and comment on storm water management plans for areas adjacent to park properties. VDOT may assume that the NPS-COLO and the SHPO find the design plans are acceptable if no response is received within thirty (30) calendar days of confirmed receipt.

4. VDOT shall consult with the NPS-COLO and the SHPO on the design and installation of vegetative screening along the view shed of the Colonial Parkway (VDHR Inventory No. 047-0002) as it approaches and passes under Interstate 64.

5. VDOT shall consult with the NPS-COLO on the management of traffic during project construction to minimize traffic impacts on the Colonial Parkway (VDHR Inventory No. 047-0002).

II. Archaeological Historic Properties

A. Identification

1. VDOT shall complete efforts to identify archaeological sites eligible for listing on the NRHP within the APE for the Project in accordance with 36 CFR Part 800.4(b). VDOT shall conduct these identification efforts pursuant to the requirements of Stipulations V and VI.A of this Agreement. Pursuant to Stipulation VI.B of this Agreement, VDOT shall provide the SHPO the opportunity to review and concur, and the other Consulting Parties the opportunity to review and comment on a report on its findings.

2. VDOT shall conduct any further investigations necessary to evaluate the NRHP-eligibility of any archaeological sites identified as a result of the activities described in Paragraph A.1 of this Stipulation. These evaluations shall be conducted in accordance with 36 CFR Part 800.4(c), and pursuant to the requirements of Stipulations V and VI.A of this Agreement. Pursuant to Stipulation VI.B, VDOT shall provide the SHPO the opportunity to review and concur, and the other Consulting Parties the opportunity to review and comment on a report on its findings.

B. Assessment of Effects

If archaeological sites meeting the criteria for listing on the NRHP are identified as a result of the activities described in Paragraphs A.1 and A.2 of this Stipulation, VDOT shall assess the effects of the Project on these properties in a manner consistent with 36 CFR 800.5, and submit its findings to the SHPO for its review and concurrence, and to the other Consulting Parties for review and comment pursuant to Stipulation VI.B.

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C. Treatment of Archaeological Sites Determined Eligible for Listing on the NRHP

1. If VDOT, in consultation with the SHPO and the Consulting Parties, determines that an archaeological site eligible for listing on the NRHP will be adversely affected by the Project, VDOT, in consultation with FHWA, shall determine whether avoidance or minimization of the adverse effects is practicable. If the adverse effects cannot be practicably avoided, VDOT, in consultation with the SHPO and the other Consulting Parties, shall develop a treatment plan for the archaeological site. In a manner consistent with Stipulation VI.B of this Agreement, VDOT shall provide the SHPO the opportunity to review and concur with, and the Consulting Parties the opportunity to review and comment on the treatment plan.

2. Any treatment plan VDOT develops for an archaeological property under the terms of this stipulation shall be consistent with the requirements of Stipulation VI.A of this Agreement and shall include, at a minimum:

(a) Information on the portion of the property where data recovery or controlled site burial, as appropriate, is to be carried out, and the context in which the property is eligible for the NRHP;

(b) The results of previous research relevant to the project;

(c) Research problems or questions to be addressed, with an explanation of their relevance and importance;

(d) The field and laboratory analysis methods to be used, with a justification of their cost-effectiveness and how they apply to this particular property and the research needs;

(e) The methods to be used in artifact, data, and other records management;

(f) Explicit provisions for disseminating in a timely manner the research findings to professional peers;

(g) Arrangements for presenting to the public the research findings, focusing particularly on the community or communities that may have interests in the results;

(h) The curation of recovered materials and records resulting from the data recovery in accordance with 36 CFR Part 79; and

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(i) Procedures for evaluating and treating discoveries of unexpected remains during the course of the project, including necessary consultation with other parties.

3. VDOT shall ensure the treatment plan is implemented and that any agreed- upon data recovery field operations have been completed before ground- disturbing activities associated with the Project are initiated at or near the affected archaeological historic property. VDOT shall notify the SHPO once data recovery field operations have been completed so that a site visit may be scheduled, if the SHPO finds a visit appropriate. The proposed construction may proceed following this notification while the technical report is in preparation. VDOT shall ensure that the archaeological site form on file in the SHPO’s Virginia Cultural Resource Information System (V-CRIS) is updated to reflect the implementation of the treatment plan for each affected site.

III. Post Review Discoveries

- A. In the event that a previously unidentified archaeological resource is discovered during ground-disturbing activities associated with the construction of the Project, VDOT, in accordance with Section 107.16(d) of VDOT’s *Road and Bridge Specifications*, shall require the construction contractor to halt immediately all construction work involving subsurface disturbance in the area of the resource and in the surrounding areas where additional subsurface remains can reasonably be expected to occur and immediately notify VDOT of the discovery. Work in all other areas of the Project may continue.
- B. VDOT shall notify FHWA, the SHPO, and the Consulting Parties within two (2) working days of the discovery. In the case of prehistoric or historic Native American sites, FHWA shall notify any federally-recognized tribe with an interest in the area within two (2) working days of the discovery, and VDOT shall notify appropriate Indian tribes recognized by the Commonwealth of Virginia (hereinafter “Virginia Indian tribes”) within two (2) working days of the discovery.
- C. VDOT shall ensure that an archaeologist meeting the Secretary of the Interior’s *Professional Qualification Standards* (48 FR 44739) investigates the work site and the resource, and then VDOT shall forward to FHWA, the SHPO, the other Consulting Parties, appropriate federally-recognized Indian tribes, and appropriate Virginia Indian tribes an assessment of the NRHP eligibility of the resource (36 CFR Part 60.4) and proposed treatment actions to resolve any adverse effects on the resource. The SHPO, the other Consulting Parties, appropriate federally-recognized Indian tribes, and appropriate Virginia Indian tribes shall respond within five (5) working days of receipt of VDOT’s assessment of NRHP eligibility of the resource and proposed action plan. VDOT, in consultation with

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FHWA, shall take into account the recommendations of the SHPO, the other Consulting Parties, appropriate federally-recognized Indian tribes, and appropriate Virginia Indian tribes regarding the NRHP eligibility of the resource and the proposed action plan, and then carry out the appropriate actions.

- D. VDOT shall ensure that construction work within the affected area does not proceed until the appropriate treatment measures are developed and implemented or the determination is made that the located resource is not eligible for listing in the NRHP.

IV. Treatment of Human Remains

- A. VDOT shall treat all human remains in a manner consistent with the ACHP’s *Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects* (February 23, 2007: <http://www.achp.gov/docs/hrpolicy0207.pdf>).
- B. Human remains and associated funerary objects encountered during the course of actions taken as a result of this Agreement shall be treated in a manner consistent with the provisions of the Virginia Antiquities Act, Section 10.1-2305 of the *Code of Virginia* and its implementing regulations, 17 VAC5-20, adopted by the Virginia Board of Historic Resources and published in the Virginia Register on July 15, 1991, and the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001) and its implementing regulations, 36 CFR Part 10. In accordance with these regulations, VDOT may obtain a permit from the SHPO for the archaeological removal of human remains should removal be necessary.
- C. In the event that the human remains encountered are likely to be of Native American origin, whether prehistoric or historic, FHWA shall immediately notify any federally-recognized Indian tribes with an interest in the area. VDOT, on behalf of FHWA, shall immediately notify appropriate Virginia Indian tribes. FHWA shall consult with any federally-recognized Indian tribes with interest in the area, and VDOT, on behalf of FHWA, shall consult with appropriate Virginia Indian tribes in determining the treatment of Native American human remains and associated funerary objects.
- D. VDOT shall make all reasonable efforts to ensure that the general public is excluded from viewing any Native American gravesites and associated funerary objects. The Signatories and Consulting Parties shall release no photographs of any Native American gravesites or associated funerary objects to the press or to the general public.

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V. Professional Qualifications

All archaeological and architectural studies or treatment actions carried out pursuant to this Agreement shall be conducted by or under the direct supervision of an individual or individuals who meet, at a minimum, the Secretary of the Interior’s *Professional Qualifications Standards* (48 FR 44738-44739, September 29, 1983) in the appropriate discipline.

VI. Preparation and Review of Documents

A. All archaeological studies, technical reports, and treatment plans prepared pursuant to this Agreement shall be consistent with the federal standards entitled *Archaeology and Historic Preservation: Secretary of the Interior’s Standards and Guidelines* (48 FR 44716-44742, September 29, 1983), the SHPO’s *Guidelines for Conducting Historic Resources Survey in Virginia* (October 2011), and the ACHP’s *Recommended Approach for Consultation on Recovery of Significant Information from Archaeological Sites* (1999), or subsequent revisions or replacements to these documents.

B. The Signatories (excluding FHWA) and Consulting Parties agree to provide comments to VDOT on all technical materials, findings, and other documentation arising from this Agreement within thirty (30) calendar days of receipt unless otherwise specified. If no comments are received from the SHPO, another Signatory, or a Consulting Party within the thirty (30)-calendar-days review period, VDOT may assume that the non-responsive party has no comment. VDOT shall take into consideration all comments received in writing from the SHPO, other Signatories, and Consulting Parties within the thirty (30)-calendar-day review period.

C. VDOT shall provide the SHPO three (3) copies two (2) hard copies and one (1) in Adobe Acrobat format (PDF) on compact disk) of all final reports prepared pursuant to this Agreement. VDOT shall also provide any other Signatory or Consulting Party a copy of any final report (in hard copy or Adobe Acrobat format, as requested) if so requested by that party. Such requests must be received by VDOT in writing prior to the completion of construction of the Project.

VII. Curation Standards

A. VDOT shall ensure that all original archaeological records (research notes, field records, maps, drawings, and photographic records) and all archaeological collections recovered from VDOT highway right-of-way produced as a result of implementing the Stipulations of this Agreement are provided to the SHPO for permanent curation. In exchange for its standard collections management fee as published in the *Virginia Department of Historic Resources State Collections*

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(June 26, 2009), or subsequent revisions or replacements to that document, the SHPO agrees to maintain such records and collections in accordance with 36 CFR 79, *Curation of Federally Owned and Administered Archaeological Collections*.

B. VDOT shall return to individual property owners any artifact collections that VDOT has recovered from their property, unless VDOT and the private property owner have reached agreement on an alternative arrangement. If the private property owner donates the artifact collection to the VDHR by executing a donation agreement with the DHR within ninety (90) days of receipt of written notification from VDOT of its intent to return the collection to the owner, VDOT shall assume responsibility for payment of DHR’s standard collections curation fee for the donated artifact collection.

VIII. Dispute Resolution

A. Objections by Signatory or Consulting Party

1. Should any Signatory or Consulting Party object in writing to FHWA regarding any plans provided for review pursuant to this Agreement, or should any Signatory or Consulting Party object in writing to FHWA regarding the manner in which measures stipulated in this Agreement are being implemented, FHWA shall first consult with the objecting party to resolve the objection. If FHWA determines that the objection cannot be resolved through such consultation, FHWA shall then consult with the Signatories to resolve the objection. If FHWA then determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the ACHP, including FHWA’s proposed response to the objection. Within thirty (30) calendar days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:

(a) Advise FHWA that the ACHP concurs with FHWA’s proposed response to the objection, whereupon FHWA will respond to the objection accordingly; or

(b) Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding its response to the objection; or

(c) Notify FHWA that the objection will be referred for comment pursuant to 36 CFR 800.7(a)(4), and proceed to refer the objection and comment. FHWA shall take the resulting comment into account in accordance with 36 CFR 800.7(c)(4).

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2. Should the ACHP not exercise one of the above options within thirty (30) calendar days after receipt of all pertinent documentation, FHWA may assume the ACHP's concurrence in its proposed response to the objection.
3. FHWA shall take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; FHWA's responsibility to carry out all actions under this Agreement that are not the subjects of the objection shall remain unchanged.

B. Objection from Public

At any time during the implementation of the measures stipulated in this Agreement, should a member of the public object to FHWA or VDOT regarding the manner in which the measures stipulated in this Agreement are being implemented, FHWA shall notify the Signatories to this Agreement and consult with the objector to solve the objection. The Signatories may request that FHWA notify the Consulting Parties about the objection as well.

IX. Amendments and Termination

- A. Any Signatory to this Agreement may propose to FHWA that the Agreement be amended, whereupon FHWA shall consult with the other Signatories to consider such an amendment. 36 CFR 800.6(c)(7) shall govern the execution of any such amendment. Any Signatory to this Agreement may terminate it in accordance with the provisions of 36 CFR 800.6(c)(8).
- B. If FHWA and VDOT decide they will not proceed with the Project, they may so notify the Signatories and Consulting Parties and then this Agreement shall become null and void.
- C. In the event that this Agreement is terminated or rendered null and void, VDOT shall submit to the SHPO a technical report on the results of any archaeological investigations conducted prior to and including the date of termination, and shall ensure that any associated collections and records recovered are curated in accordance with Stipulation VII of this Agreement.
- D. In the event that this Agreement is terminated, FHWA shall either execute a memorandum of agreement with signatories under 36 CFR 800.6(c)(1) or request the comments of the ACHP under 36 CFR 800.7(a).

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X. Duration

This Agreement shall continue in full force and effect until five (5) years after the date of the last signature of a Signatory. At any time in the six (6)-month period prior to such date, VDOT may request that the Signatories consider an extension of this Agreement. No extension or modification shall be effective unless all Signatories have agreed with it in writing.

XI. Signatures

This Agreement may be executed in counterparts, with a separate page for each Signatory. Separate pages may also be provided for each Consulting Party. FHWA shall ensure that each Signatory and Consulting Party is provided with a copy of the fully executed Agreement.

Execution of this Agreement by FHWA, NPS-COLO, the SHPO, and VDOT, and its submission to the ACHP in accordance with 36 CFR 800.6(b)(1)(iv) shall, pursuant to 36 CFR 800.6(c), be considered to be an agreement with the ACHP for the purposes of Section 110(1) of the National Historic Preservation Act (16 U.S.C. 470). Execution and submission of this Agreement, and implementation of its terms, evidence that FHWA has afforded the ACHP an opportunity to comment on the proposed Project and its potential effects on historic properties, and that FHWA has taken into account the potential effects of the undertaking on historic properties.

APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

SIGNATORY:

FEDERAL HIGHWAY ADMINISTRATION

By: John Dambino Date: 11/18/13
for Irene Rico, Division Administrator
Virginia Division

SIGNATORY:

VIRGINIA STATE HISTORIC PRESERVATION OFFICER

By: Kathleen S. Kilpatrick Date: 11/18/13
Kathleen S. Kilpatrick, Director
Department of Historic Resources

INVITED SIGNATORY:

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: Stephen J. Long Date: 11/14/13
Stephen J. Long
State Environmental Administrator

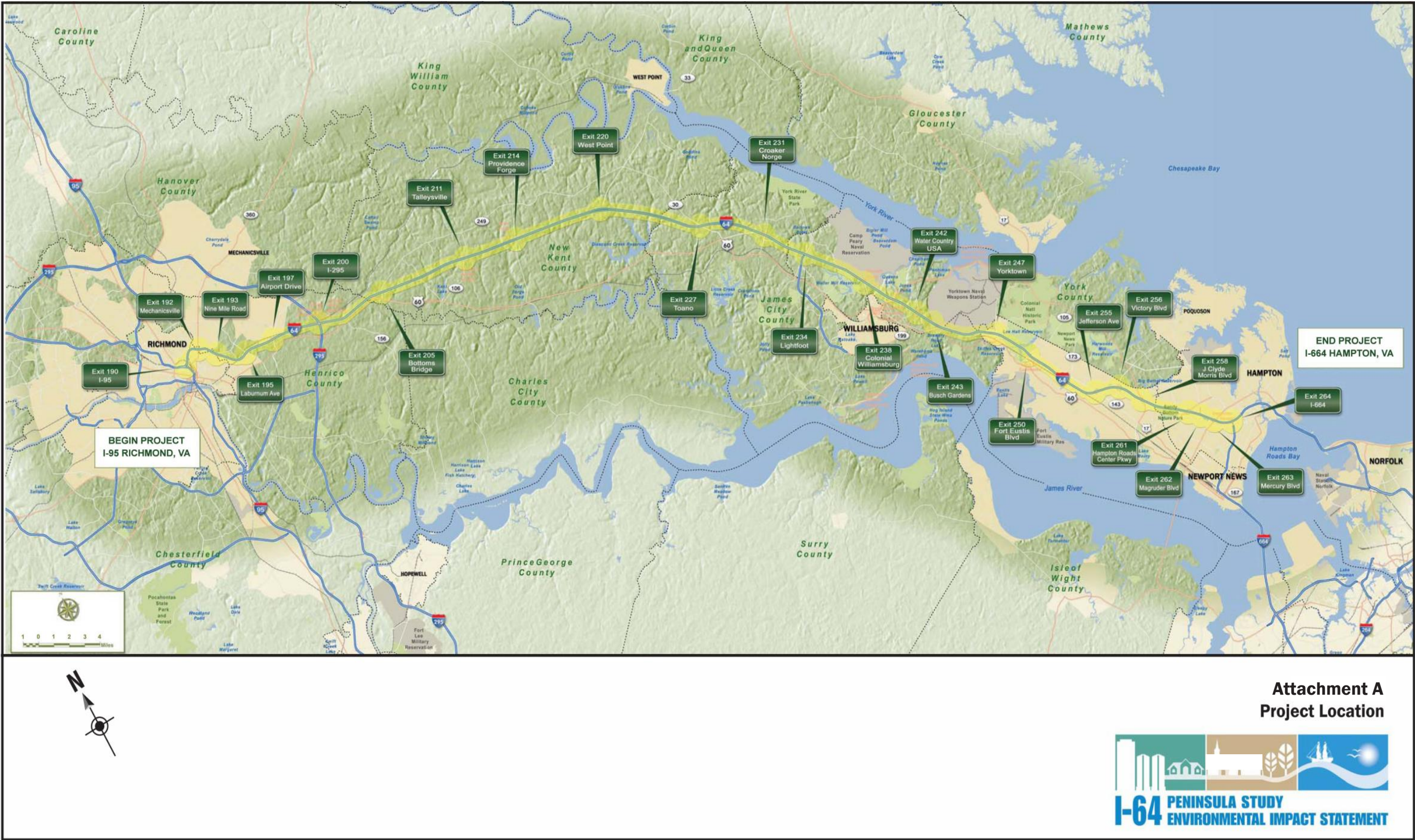
INVITED SIGNATORY:

NATIONAL PARK SERVICE COLONIAL NATIONAL HISTORICAL PARK

By: P. Daniel Smith Date: 11/20/13
P. Daniel Smith
Superintendent

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

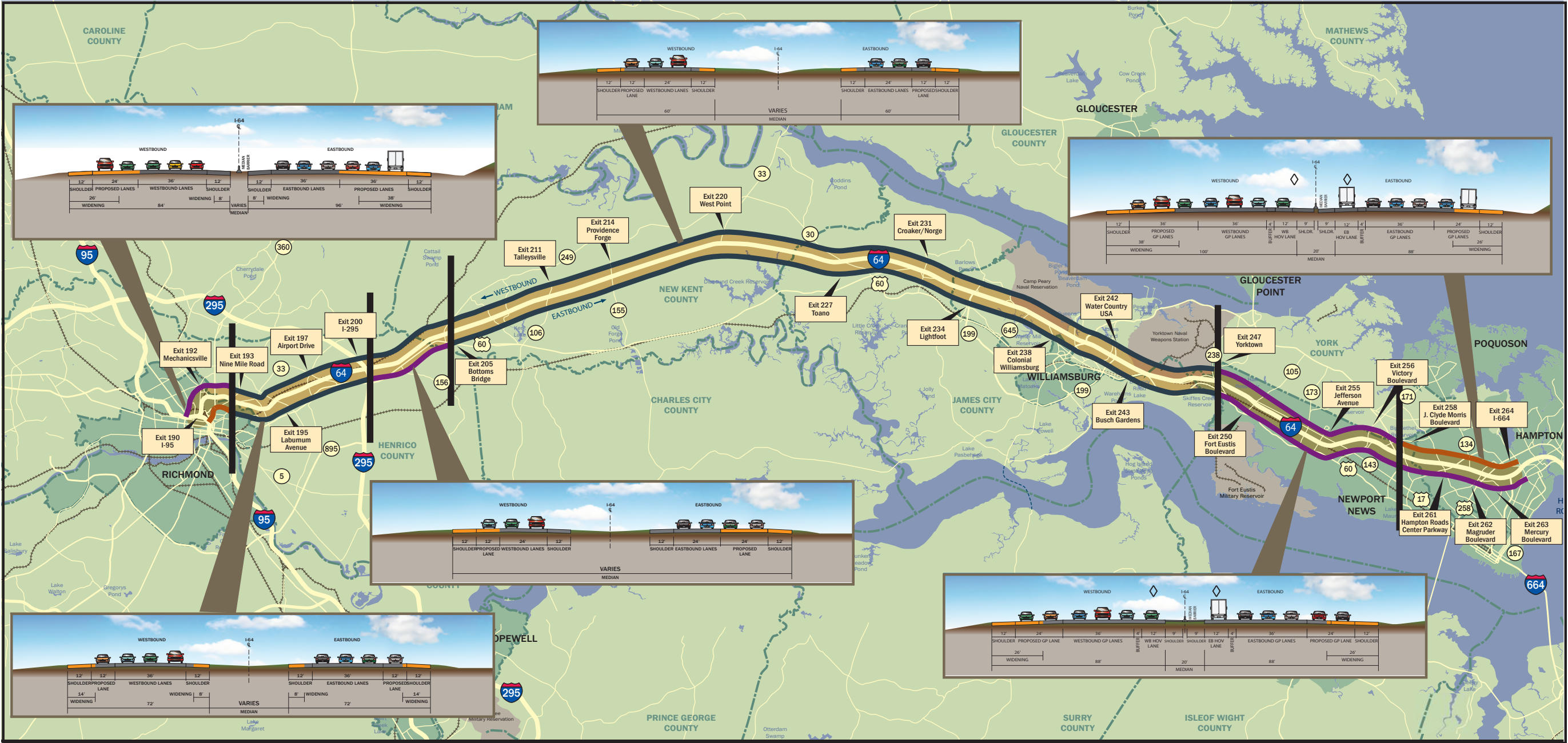
**ATTACHMENT A
PROJECT LOCATION MAP**



APPENDIX K: PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
I-64 IMPROVEMENTS FROM I-95 IN THE CITY OF RICHMOND
TO I-664 IN THE CITY OF HAMPTON
14-NOV-13

ATTACHMENT B
CONFIGURATION OF ALTERNATIVE 1 (PREFERRED ALTERNATIVE)



Attachment B
Proposed Number of Additional Lanes for
Build Alternatives 1A and 2A.





INTERSTATE 64 PENINSULA STUDY

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

I. Introduction

This appendix documents the phased approach that would be used to implement Alternative 1 and the National Environmental Policy Act (NEPA) process associated with the phased approach. **Figure 1** illustrates the main components of the traditional EIS process that was used to initiate this study, how the phased implementation process was introduced to this study, and the next steps in the phased process.

As part of the National Environmental Policy Act (NEPA) process, the **Draft EIS** was prepared and made available for public and agency review. Comments received are included in **Appendix H – Comments on the Draft EIS** of this **Final EIS**, including a number of comments on how a project of this size would be funded, designed, permitted and constructed. Specific comments from the United States Environmental Protection Agency (USEPA), a cooperating agency for the **I-64 Peninsula Study**, suggested that “...the study include within the alternatives analysis the phasing of the proposed alternatives. This phasing concept would be applied as presumably the roadway would not be expanded for all 75 miles at the same time of construction.” During the February 20, 2013, workshop, the Virginia Commonwealth Transportation Board (CTB) also discussed opportunities to phase the implementation of a Preferred Alternative. On April 17, 2013, after an opportunity for public comment, the CTB endorsed Alternative 1 as the Preferred Alternative with the option to widen to the outside or within the median to be determined on a section-by-section basis. Copies of the resolutions can be found in **Appendix J – Resolutions** of this **Final EIS**.

Following these actions, on June 28, 2013, the Federal Highway Administration (FHWA) and the Virginia Department of Transportation (VDOT) held a meeting with the I-64 Peninsula Study cooperating agencies to discuss the CTB resolution, the Preferred Alternative, the phased approach, and the next steps for the I-64 Peninsula Study. A copy of the minutes from this meeting can be found in **Appendix I – Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. As discussed at this meeting, the cooperating agencies agreed with the phased approach to implementing the Preferred Alternative. The identification of a Preferred Alternative for the entire corridor is consistent with the objective of analyzing transportation solutions on a broad enough scale to provide meaningful analysis. It was agreed that further coordination with the appropriate agencies

would occur as the project progresses. The framework of this coordination is described in the next section of this appendix.

The first likely operationally independent section was identified in the Hampton Roads Transportation Planning Organization (TPO) resolution dated June 20, 2013, as the expansion of I-64 from Exit 255 (Jefferson Avenue) to Exit 242 (Humelsine Parkway) to six lanes. This resolution is contained in **Appendix J – Resolutions** of this **Final EIS** and is based on several previous actions, including the June 19, 2013, CTB approval of the 2014-2019 Six-Year Improvement Program (SYIP) which includes \$100 million in funding for Capacity Improvements to I-64 from the City of Newport News to the City of Williamsburg. While the SYIP includes funding for this section, there is no identified funding for the remainder of Alternative 1 at this time.

To describe the phased approach, text has been included throughout this **Final EIS** explaining that the implementation of Alternative 1 would occur via the construction of operationally independent sections. An operationally independent section can be built and function as a viable transportation facility, even if the rest of the work described in this **Final EIS** is never built. It is possible that the full number of lanes associated with the Preferred Alternative for a particular operationally independent section may not be constructed initially. The **Final EIS** does not place any restrictions on the phasing for construction purposes for the operationally independent sections. Therefore, each future analysis update will be based on the scope of the operationally independent section to be covered by the **ROD**. The full number of lanes identified for Alternative 1 can be found in **Figures II.3 and II.4** in **Chapter II – Alternatives Considered** of this **Final EIS**.

II. Agency Coordination and Public Involvement throughout the Phased Implementation

This section describes the roles different groups, agencies, elected officials, and the public would play in the phased implementation of Alternative 1.

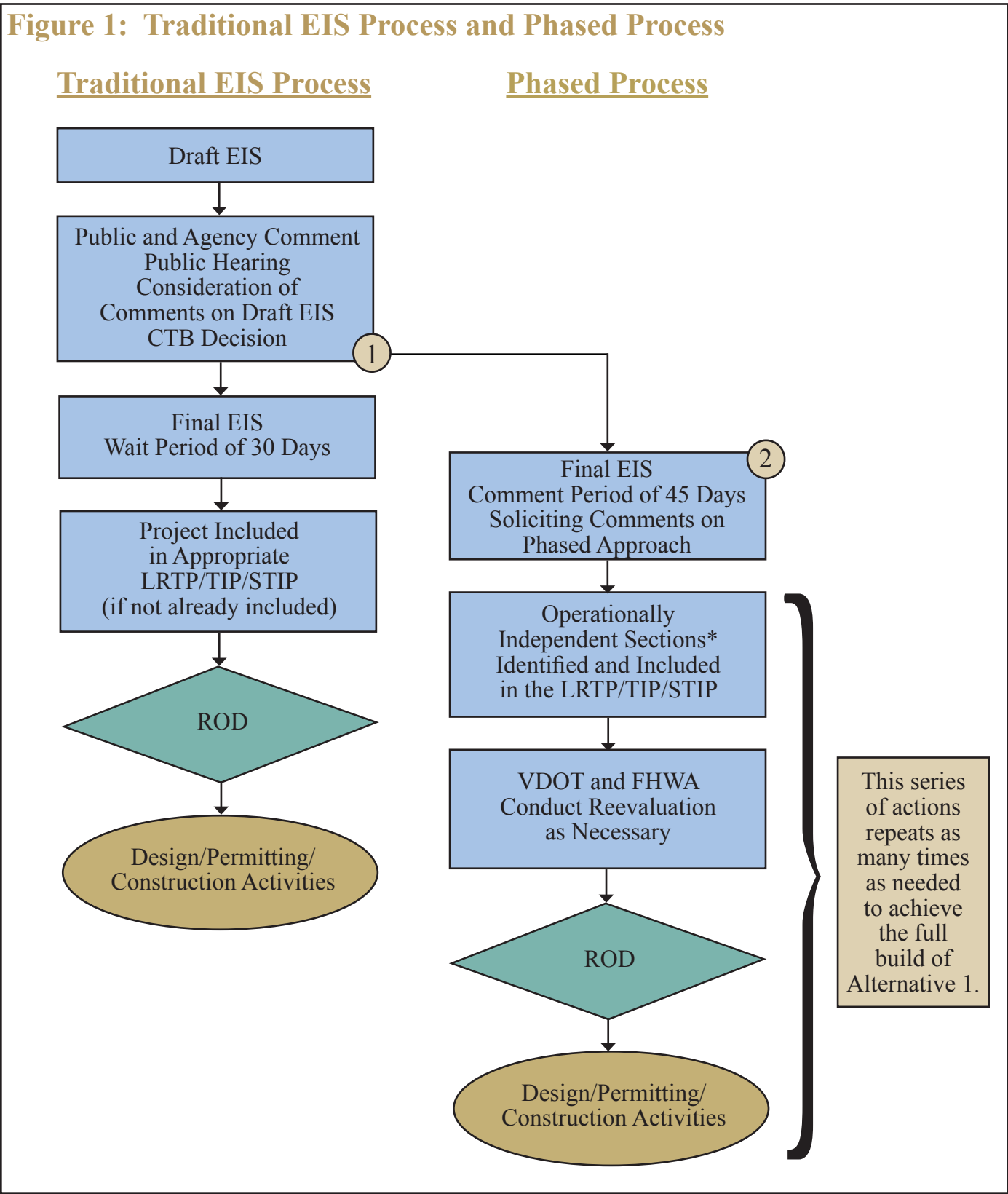
A. Metropolitan Planning Organizations

The Hampton Roads TPO and Richmond Area Metropolitan Planning Organization (MPO) will play a critical role in implementing this phased approach. It is the responsibility of these planning organizations to program funding for operationally independent sections within metropolitan planning areas. In accordance with the current federal regulations and guidance,

projects in metropolitan planning areas must be included with identified funding in the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), which is included within the Statewide Transportation Improvement Program (STIP). Projects in rural areas outside of metropolitan planning areas must be consistent with the Statewide Long Range Transportation Plan (SLRTP) and contained within the STIP (23 CFR 450). Until funding for the next subsequent phase (e.g., right of way acquisition) of a section is included in the respective organization’s TIP and/or STIP, and funding for construction of that section is included in the LRTP, FHWA cannot issue a **Record of Decision (ROD)** for the given section.

The MPOs work cooperatively with the state and public transit providers to identify the necessary funding for transportation improvement projects. Prior to a project being included in the TIP and/or STIP, the planning organization must complete an air conformity analysis in non-attainment or maintenance areas. The Metropolitan Planning Regulations (23 CFR 450) and the Clean Air Act (CAA) Transportation Conformity Rule (40 CFR 93) require that a project located in a metropolitan planning area and/or in a CAA nonattainment or maintenance area be contained in a conforming, fiscally-constrained LRTP. The study area encompasses the Richmond Area MPO and the Hampton Roads TPO which are responsible for regional conformity analyses. The portions of the I-64 Peninsula project located in Henrico, James City and York Counties and the Cities of Richmond, Newport News and Hampton lie in an area that is currently designated as being in “maintenance” with the 8-hour ozone standard. As such, implementation of Alternative 1 within this region would be subject to regional transportation conformity requirements for ozone. The **I-64 Peninsula Study EIS** is included in the Hampton Roads TPO Fiscal Year (FY) 2012-2015 TIP and 2034 LRTP for Preliminary Engineering (PE) only. Similarly, the I-64 Peninsula Study is included in both the Richmond Planning District Commission FY 2012-2015 TIP and 2035 LRTP for PE only. Therefore, the I-64 Peninsula project was not included in the regional conformity determination. Once funding is identified through the construction phase for an operationally independent section that section can be added to the respective LRTP to meet the fiscal constraint requirements and can then be included in a regional transportation conformity analysis, if required. Once the air conformity effort is complete, the TIP/STIP can be updated and FHWA can move forward with issuing a **ROD** for that section.

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS



FLOWCHART TERMINOLOGY

- 1 The CTB endorsed Alternative 1 (a combination of Alternatives 1A and 1B) as the Preferred Alternative. Based on fiscal constraints, the length of the corridor, and comments from cooperating agencies, FHWA and VDOT considered a phased implementation approach.
- 2 FHWA and VDOT incorporate phased approach into this **Final EIS**.

Acronyms

CTB	Commonwealth Transportation Board
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
LRTP	Long Range Transportation Plan
ROD	Record of Decision
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program
VDOT	Virginia Department of Transportation

*An operationally independent section can be built and function as a viable transportation facility even if the rest of the work described in the **Final EIS** is never built.

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

B. Cooperating and Participating Agencies

The role of the cooperating and participating agencies in the NEPA process, as identified in the *I-64 Peninsula Study EIS Coordination Plan*, has been largely completed through the publication of this **Final EIS**. However, as the phased approach is implemented, these agencies would retain their role as resource, regulatory, and/or land management agencies. These roles are described below. A list of the cooperating and participating agencies is contained in **Appendix B – Distribution List** of this **Final EIS**.

C. Resource and Regulatory Agencies

As described in the **Executive Summary** and throughout **Chapter III - Environmental Resources, Impacts and Mitigation** of this **Final EIS**, coordination with the appropriate resource and regulatory agencies would continue, as necessary, as operationally independent sections are developed. Prior to issuing a **ROD** for an operationally independent section, FHWA and VDOT would update the environmental analysis in this **Final EIS** as necessary. Coordination with the resource and regulatory agencies such as, but not limited to, the U.S. Corps of Engineers (Corps), the USEPA, the United States Fish and Wildlife Service, the United States Coast Guard, the National Marine Fisheries Service, the Virginia Department of Environmental Quality (VDEQ), the Virginia Department of Game and Inland Fisheries, the Virginia Department of Conservation and Recreation, Virginia Department of Health, the Virginia Marine Resources Commission, and the Virginia Department of Historic Resources (VDHR) may occur, depending on the environmental resources involved in an operationally independent section.

Once a **ROD** is issued for an operationally independent section, that section of the I-64 Peninsula Study would move into the final engineering design phase. It is during this phase that design details including the precise disturbance limits, the specific right of way required, the placement of new pavement, and certifications and permits would be prepared and obtained. Certifications and permits would be obtained for items such as: Waters of the United States, including wetlands; navigable waters; coastal zone management areas; and stormwater/erosion and sediment control. Resource and regulatory agencies involved in the certification and permit processes include all of the agencies listed in previous paragraph. Any necessary mitigation measures also would be finalized through coordination with the appropriate agencies.

The operationally independent section would also move into the

right of way acquisition and utility relocation phases where any additional right of way needed would be identified and acquired. The acquisition of right of way would follow the most current state and federal regulations before proceeding into construction.

During construction, further coordination would occur between FHWA, VDOT and the appropriate resource and regulatory agencies, as needed. This would include coordination with the Corps and the VDEQ for construction monitoring required as part of Waters of the United States permits, and coordination with the VDHR as outlined in the Programmatic Agreement for any adverse effects to historic properties.

D. Section 106 Consulting Parties and the Programmatic Agreement

As part of the historic properties investigations, eight groups accepted consulting party status as part of the consultation process under Section 106 of the National Historic Preservation Act. Further descriptions of the consulting parties and the historic property investigations can be found in **Chapter III – Environmental Resources, Impacts and Mitigation** of this **Final EIS**.

To satisfy the requirements of 36 CFR 800, a Programmatic Agreement has been developed by the consulting parties and is included in **Appendix K - Programmatic Agreement** of this **Final EIS**. This Programmatic Agreement outlines the process by which historic properties potentially affected by the undertaking would be handled during final design and/or construction. This includes identification of archaeological resources, final effect determinations and opportunities to avoid, minimize or mitigate adverse effects on historic properties. As part of the commitments outlined in the Programmatic Agreement, coordination with consulting parties would continue for specific resource needs that may be identified. This coordination would be initiated by FHWA and VDOT as operationally independent sections of the I-64 Peninsula Study progress.

The first likely operationally independent section of the I-64 Peninsula Study passes through the Yorktown Battlefield with portions of the battlefield located on either side of the roadway. This battlefield has been determined eligible for the National Register of Historic Places and the boundaries for this battlefield were recommended by the American Battlefield Protection Program in 2009. In accordance with 36 CFR 800.5(a), VDOT assessed the effects to this property and provided recommended effects to the VDHR. The VDHR concurred that there would be a

no adverse effect on this property. In addition to the areas within this battlefield, there would be land disturbance throughout the construction limits for this first likely operational independent section. The construction limits would be determined during the final engineering design phase. Once these limits were confirmed, VDOT would complete the necessary archaeological investigations, as outlined in the Programmatic Agreement, and present the results to the VDHR and other consulting parties.

E. Officials with Jurisdiction over Section 4(f) Resources

As described in **Chapter III – Environmental Resources, Impacts and Mitigation** of this **Final EIS**, 26 properties within the I-64 corridor were identified as Section 4(f) resources. Based on the anticipated impacts of Alternative 1 and consultation with the VDHR and the officials with jurisdiction over the Section 4(f) properties, FHWA intends to make de minimis findings on four of these resources when issuing a **ROD** for an operationally independent section that contains one or more of these properties. These four resources are: the Cold Harbor Battlefield, Newport News Park, Battle of Yorktown and Bluebird Gap Farm. Coordination letters regarding each of these properties can be found in **Appendix I – Coordination in Response to Comments on the Draft EIS** of this **Final EIS**. There are no other planned uses of the other 22 identified Section 4(f) resources. During the final engineering design phase, impacts to the Section 4(f) properties identified would be compared to the impacts identified in this **Final EIS** and **ROD** and the appropriate level of analysis, coordination and documentation would be completed as operationally independent sections are advanced through this phased process.

The Newport News Park is located within the first likely operationally independent section. Further investigations would be completed that examine designs to minimize impacts to the park. As part of this effort, any unavoidable impact to the park would be calculated and coordination held between FHWA, VDOT and the City of Newport News to discuss impacts and to achieve agreement on mitigation measures for this area prior to FHWA issuing a **ROD** for this section.

F. Future Indirect and Cumulative Effects Analysis

Prior to the issuance of a **ROD** for operationally independent section, the systematic processes utilized for both the indirect effects analysis and the cumulative effects analysis will be reviewed and updated for the particular section in order to

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

quantitatively identify indirect and cumulative effects to the extent practicable. Included in this review and update will be the identification of indirect and cumulative effects as described in *Section I - Analysis of Indirect Effects, Subsection F, Step 5 – Identify Potentially Significant Indirect Effects for Analysis* and in *Section II - Analysis of Cumulative Effects*.

Impacts to the following notable features and resources identified and evaluated in this indirect and cumulative effects assessment will be reviewed and updated as described below:

- **Socioeconomic and Land Use** – Neighborhoods and Community Facilities and Environmental Justice Populations;
- **Natural Resources** - Waters of the United States, Including Wetlands, Water Quality, Floodplains and Threatened and Endangered Species; and
- **Section 4(f) Resources.**

The updated analysis will utilize current data, field conditions and designs, along with engaging in the necessary coordination with the appropriate localities and resource and regulatory agencies. The updated analysis will also adhere to the current federal and state regulations governing these resources.

G. Other Project Area Coordination

Throughout the EIS process, coordination was initiated with numerous groups representing various resources and facilities throughout the I-64 Peninsula Study project area. The following lists these groups along with the needs for future coordination throughout the phased approach.

City of Newport News - Newport News Park/Lee Hall Reservoir: I-64 passes through the Newport News Park/Lee Hall Reservoir, between Exit 247 (Yorktown) and Exit 250 (Fort Eustis Boulevard). In addition to Lee Hall Reservoir being a public water supply, the area surrounding the reservoir includes the Newport News Park.

In their comment letter on the **Draft EIS**, the USEPA noted the potential impacts to drinking water reservoirs, including the Lee Hall Reservoir, and the need to coordinate with officials with jurisdiction over these reservoirs. The comment letter from the USEPA is included in **Appendix H – Comments on the Draft EIS** of this **Final EIS**. In response to this comment, FHWA and VDOT solicited comments from the Lee Hall Reservoir staff. Comments from representatives with the Lee Hall Reservoir staff are included in **Appendix I - Coordination in Response to Comments on the**

Draft EIS of this **Final EIS**. As described in this letter, design and construction of the first likely operationally independent section would need to address stormwater management, erosion and sediment control, and fuel storage and handling for construction equipment. Reservoir staff also offered data on the topography of the reservoir and recommended that the design take advantage of median area to minimize impacts to the shoreline and near-shore habitat areas.

During the final engineering design and permitting phase, investigations would be completed that examine designs to minimize impacts to the reservoir and address other concerns raised by the reservoir staff. As part of the permitting process, any unavoidable impact to the reservoir would be included in calculated impacts for Waters of the United States. Also during this phase, coordination meetings would be held with the appropriate resource and regulatory agencies along with Newport News reservoir staff to discuss impacts and mitigation measures for this area.

United State Department of Defense – Camp Peary Naval Reservation and the Yorktown Naval Weapons Station: As described in **Chapter 1 – Purpose and Need** of this **Final EIS**, there is a large military presence in Hampton Roads and throughout the Tidewater area, including the Camp Peary Naval Reservation and the Yorktown Naval Weapons Station. Throughout the **EIS** study process, various coordination events were held with representatives of these facilities to define their areas of need and interest. A comment letter on the **Draft EIS** was received from the United States Department of the Navy (Navy), Naval Weapons Station Yorktown and is included in **Appendix H - Comments on the Draft EIS**. In this letter, it is stated that “...for roughly five miles of common property boundary between the Department of Transportation and Naval Weapons Station Yorktown, the Navy supports the proposed plan to widen the interstate to the median while leaving the northern property boundary and westbound travel lane outside limits as-is. If the lane were widened to the north, explosive safety concerns would have a large operational impact as discussed in past meetings and correspondence. The Navy supports the proposal to widen the Interstate to the median at Exit 242 (Water Country USA) to Route 199.” In addition, the letter states “For roughly three miles of common property boundary between the Department of Transportation and Camp Peary, the Navy supports transfer of

land, if needed, in support of this project, provided the project relocates all displaced Navy infrastructure including but not limited to fences, utilities access roads.”

The Yorktown Naval Weapons Station is located within the first likely operationally independent section. Additional coordination on the potential impacts in this area along with further investigations of the recommendations from the facility would be coordinated with the United States Department of Defense (USDOD) as this section is advanced through this phased process. FHWA and VDOT are committed to the necessary coordination in the final design engineering phase with the USDOD to satisfy their concerns to avoid unnecessary impacts to USDOD properties, and to ensure that proper care is given to these concerns throughout the construction phase.

United States Department of Interior, National Park Service – Colonial National Historical Park: As described in **Chapter III – Environmental Resources, Impacts and Mitigation** of this **Final EIS**, I-64 currently spans over the Colonial National Historical Park at the Colonial Parkway. Throughout the **EIS** process, numerous coordination activities occurred with the United States National Park Service (USNPS) to discuss the park and parkway. In examining potential impacts to this area, it is anticipated that the proposed I-64 roadway improvements along this area would fall within VDOT right of way, thereby avoiding direct impacts to any USNPS property. The coordination letter to the USNPS on this matter can be found in **Appendix I – Coordination in Response to Comments on the Draft EIS** of this **Final EIS**.

The Programmatic Agreement included in **Appendix K - Programmatic Agreement** of this **Final EIS**, includes a number of commitments that would require ongoing coordination with the USNPS through the phased approach. The Programmatic Agreement includes commitments to develop designs that would preserve the appearance of the Colonial Parkway and the I-64 bridges that pass over it, as well as conducting all necessary archaeological work on and adjacent to USNPS property prior to construction. Also, the Programmatic Agreement contains commitments to further coordinate with the USNPS on traffic management and vegetative screening along the Colonial Parkway as it approaches and passes under I-64. During the design and construction phases of relevant operationally independent sections, further coordination would occur between FHWA, VDOT and the USNPS, as needed to address these issues.

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

H. Public

Throughout the phased approach, public involvement opportunities would follow the most current FHWA and VDOT regulations and policies. Currently, FHWA regulations (23 CFR 771.111(h)(3)) state that “...based on the reevaluation of project environmental documents required by CFR 771.129, the FHWA and the State highway agency will determine whether changes in the project or new information warrant additional public involvement.” As an operationally independent section was analyzed in preparation for the issuance of a **ROD**, public involvement opportunities could include: the necessary property notifications needed for any additional field activities; information coordinated through representatives of the Hampton Roads TPO and Richmond Area MPO; and NEPA documentation being made available for public review. During the final engineering design phase, public involvement opportunities could include: citizen information meetings, community meetings, special purpose meetings, and notices for design public hearings or the willingness to hold a design public hearing prior to design approval. In addition, any additional right of way needed would require meetings with individual property owners. During the construction phase, public opportunities could include: community, special purpose and individual meetings, and the use of variable message signs to alert drives of construction activities. Throughout the development and implementation of phases, public information would be posted on VDOT’s website.

III. Completing the NEPA Process

A. Identifying Operationally Independent Sections/ Funding

Chapter II – Alternatives Considered of this **Final EIS** explains that the implementation of Alternative 1 would occur via the construction of operationally independent sections as funding is identified. The development of the operationally independent sections would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO and other state and federal resource and regulatory agencies, as described in the previous section of this appendix.

The first likely operationally independent section was identified in the Hampton Roads TPO resolution dated June 20, 2013, as the expansion of I-64 from Exit 255 (Jefferson Avenue) to Exit 242 (Humelsine Parkway) to six lanes. This resolution is contained in **Appendix J – Resolutions** of this **Final EIS** and is based

on several previous actions, including the June 19, 2013 CTB approval of the 2014-2019 SYIP which includes \$100 million in funding for Capacity Improvements to I-64 from the City of Newport News to the City of Williamsburg. In examining the I-64 Peninsula Study, the Hampton Roads TPO wanted to determine the appropriate operationally independent section that could be developed with the anticipated funding. To aid in this determination, VDOT performed the necessary analysis and prepared a report which examined the specific needs of the proposed operationally independent section. A copy of this report is included in the *I-64 Peninsula Alternatives Development Technical Memorandum Appendix G*. This report is an example of one type of analysis that may be done in evaluating potential operationally independent sections. The level of analysis and documentation needed to identify the operationally independent sections would be determined by FHWA and VDOT in coordination with the Richmond Area MPO and Hampton Roads TPO, as necessary.

The MPOs work cooperatively with the state and public transit providers to identify the necessary funding for transportation improvement projects. For future sections within metropolitan planning areas, the Hampton Roads TPO and Richmond Area MPO will play a critical role in implementing this phased approach by securing funding for operationally independent sections. For areas outside of metropolitan planning areas, the CTB would allocate the funds for the sections. Although the SYIP includes funding for the first likely section, there is no identified funding for the remainder of Alternative 1 at this time. In addition, prior to a project being included in the TIP/STIP, the MPO must complete an air conformity analysis in nonattainment and maintenance areas as described in **Section II.A Local Planning Agencies** of this appendix.

With the identification of reasonably available funding for an operationally independent section and with the publication of this **Final EIS**, the section can be added to the LRTP to meet the fiscal constraint requirements and can then be included in a regional transportation conformity analysis.

B. Determining Outside/Median Widening

As previously described, the identification of future sections along with the determination as to outside or median widening for the mainline of I-64 would be closely coordinated with the Richmond Area MPO, Hampton Roads TPO and other state and federal resource and regulatory agencies. Impacts to natural,

socioeconomic and cultural resources, along with engineering considerations including lane geometry, hydraulic and drainage needs, signing and pavement markings, structures and walls, and utilities and right of way requirements, would be considered in determining the location of the widening. Once the footprint for the widening is identified, the appropriate NEPA studies and documentation would be prepared for the impact areas discussed in this **Final EIS**. The impacts would be based on more detailed information, and it is likely that the impacts would be lower than those identified in this **Final EIS**.

C. Completing NEPA Studies and Documentation

Once the previous steps have been completed, FHWA and VDOT would examine the given operationally independent section to determine the need for re-evaluating this **Final EIS**. Current FHWA regulations (23 CFR 771.129(b)) do not require a written reevaluation if major steps to advance the action occur within three years after FHWA approval of a Final EIS. The need for, and scope of, additional NEPA studies and documentation would be determined on a case-by-case basis and follow the most current FHWA and VDOT regulations and policies. Future environmental studies would also follow the current regulations and policies of the resource and regulatory agencies in identifying resources, impacts and mitigation measures.

As part of future NEPA studies, additional agency and public coordination would also occur as necessary. Additional descriptions of possible future agency and public coordination activities which could occur during these studies are contained in **Section II - Agency Coordination and Public Involvement throughout the Phased Implementation** of this appendix.

D. Issuing the RODs

The NEPA process for a given operationally independent section would be completed through the issuance of a **ROD**. In order for FHWA to issue a **ROD**, the steps described in this section must be complete. Once issued, a **ROD** would be made available to the public.

IV. Implementation

The previous sections of this appendix include descriptions of the phased approach, agency coordination and public involvement, and completing the NEPA process. The next steps in the phased implementation of the Preferred Alternative are the final engineering design, right of way and utilities, and construction.

APPENDIX L: PHASED APPROACH FOR IMPLEMENTATION - NEPA PROCESS

The following describes the key technical components within each of these phases. As previously described, public involvement and agency coordination opportunities would occur as necessary throughout all of these phases depending on the circumstances of the operationally independent section.

As described in **Chapter II – Alternatives Considered** of this **Final EIS**, the alternatives for the I-64 mainline improvements and for the interchange areas were completed to a conceptual design level. The final engineering design phase for operationally independent sections would include detailed engineering design based on field survey data in designing items such as, but not limited to: the limits of pavement, including roadway and shoulders; structures including walls and bridges; hydraulics and drainage; sedimentation and erosion; landscaping; lighting; signing and pavement markings; maintenance and protection of traffic; cut/fill limits of disturbance; staging areas; and the identification of right of way and utility needs. The final engineering design would follow the most current state and federal policies and regulations.

In addition to the future final engineering design work necessary for the I-64 mainline widening, future design efforts would be necessary for the 25 existing interchanges within the I-64 Peninsula Study project area. During the **EIS** studies, geometric deficiencies along with design year 2040 traffic volumes and resulting levels of service (LOS) at each interchange location were examined. Conceptual designs were investigated that would accommodate the future traffic, and assumptions were made and applied to each interchange to establish a study footprint that would allow for enough flexibility during the final design phase to accommodate other concepts not yet examined. Further engineering and traffic analyses would be performed at each interchange as operationally independent sections progress. During the Interchange Modification Report process, which is currently required before FHWA approves any changes to interstate interchanges, each of these interchange configurations would serve as a starting point to be further studied and refined with a more in-depth examination of the needs at each location, in order to produce a constructible design during the final engineering design phase.

Also during this phase the required certifications and permits would be prepared and obtained for items such as: Waters of the United States, including wetlands; navigable waters; coastal zone management areas; and stormwater/erosion and sediment control. Any necessary mitigation measures also would be finalized

through coordination with the appropriate agencies. In addition, commitments made in this **Final EIS**, including the Programmatic Agreement, and subsequent NEPA documentation along with any commitments agreed to during the permitting process would be included in the final engineering design plans.

An operationally independent section would also go through the right of way acquisition and utility relocation process where any additional right of way needed would be acquired. As part of the **EIS** studies, right of way impacts were calculated to a conceptual design level. During the final engineering design phase specific impacts to each individual property would be defined based on the final engineering design for the I-64 mainline and for the interchange areas. The acquisition of any additional right of way would involve coordination with individual property owners in following the most current state and federal regulations before proceeding into construction. In addition, impacts to existing and future utilities would be determined through coordination with the necessary utility companies. This coordination would also identify the need for any additional right of way required for the relocation of utilities along with any special requirements needed for the relocation process.

During the construction phase, clearing, earthwork and construction activities would occur. Activities within the construction zone and necessary staging areas would be identified and coordinated with the appropriate parties based on current state and federal regulations. Mitigation and coordination commitments made in this **Final EIS** and subsequent NEPA documents, along with any commitments agreed to during the final engineering design and permitting phase, would be adhered to during the construction phase. Coordination would occur with the public and appropriate resource and regulatory agencies as necessary as a section is constructed.

As previously described in this appendix, public opportunities during the construction phase could include, but are not limited to: community, special purpose and individual meetings along with the use of variable message signs to alert drivers of construction activities. Throughout this phase, public information would also be posted on VDOT's website. In addition, coordination would occur between FHWA, VDOT and the appropriate resource and regulatory agencies including: coordination with the Corps and the VDEQ for construction monitoring required as part of the Waters of the United States permits, and coordination with the VDHR for effects to historic properties as outlined in the Programmatic Agreement.

V. Summary

This appendix was developed to explain the phased approach that would be taken to implement Alternative 1 as identified in this **Final EIS**. It includes an explanation of the steps required to secure funding and identify operationally independent sections, and it provides descriptions of agency coordination, public involvement, and the procedures for completing the NEPA process.